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City of Fairfield General Plan

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Introduction

California General Plan Law

California law requires each city to adopt a comprehensive, long-term general plan for the physical development of the city. The general plan must be an integrated, internally consistent and compatible statement of policies for the city. General plans must include seven mandatory elements: land use, housing, circulation, open space, conservation, safety, and noise. General plans may also include other optional elements that the city feels are relevant. All elements of the general plan have equal legal status. The city may include in its general plan any land outside its boundaries which relates to its planning.

Fairfield General Plan

The Fairfield General Plan includes the seven state-mandated elements and seven optional elements: Economic Development, Public Facilities, Urban Design, Travis Air Force Base Protection, Agriculture, Tri-City and County Cooperative Plan for Agriculture and Open Space, and Paradise Valley Areawide Plan. The planning area encompasses approximately 80,000 acres within and outside of the existing City limits. Therefore, the Fairfield General Plan is comprehensive both in terms of the land area and the range of elements that are included.

The General Plan includes several volumes, each published separately. Volume I is the Policy Document, which is described below. Volume II is the Technical Document and provides background information and technical data. In addition, an environmental impact report has been prepared which evaluates the impacts of the General Plan on the environment.

Overview of the Policy Document

The sections that follow comprise the Policy Document for the seven mandated elements and the first five optional elements described above. The required open space and conservation elements have been combined into the Open Space, Conservation and Recreation Element; the required safety and noise elements have been combined into the Health and Safety Element. The remaining two optional elements of the General Plan are published as stand-alone documents.

Each General Plan element is organized in the same format: 1) an introduction which summarizes the intent of the element; 2) a set of goals, objectives, policies and programs for that element; and 3) a brief section of supporting text.

The key section of each element is the statement of goals, objectives, policies and programs. Each element has one or more goal statements. A goal is a direction-setter. It is an ideal future end, condition or state. Each element also includes a number of related objectives, policies and programs to achieve the goal of the element. An objective is a specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable, while a goal may not be achievable. A policy is a

specific statement that guides decision making. It indicates a clear commitment of the City. A program is an action that carries out a policy. In each element, related objectives, policies or programs in other elements are cross-referenced.

The text presented in the Policy Document includes all revisions and amendments to the General Plan as of June 2002. As subsequent amendments to the General Plan are adopted, the date of the amendment is added to the footer of that page.

Land Use Element

Introduction

The Land Use Element has the broadest scope of the seven mandatory elements. It plays the central role of correlating all land use issues into a set of coherent and consistent development policies. Its goals, objectives, policies, and programs relate directly to all the other elements. For these reasons, it is the most visible and most often used element. Although all general plan elements carry equal weight, the Land Use Element is often perceived as being the most representative of "the general plan".

As required by State Planning Law, the Land Use Element designates the proposed general distribution, location, and extent of land uses for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses of land. The emphasis is on the desired or intended future development of the City and the planning area.

The Fairfield Land Use Element includes this policy document, a land use diagram, and a technical document. The policy document sets forth the goals, objectives, policies, and programs for the various land use districts, including standards for population density and building intensity.

The Land Use Diagram maps the general proposed distribution of the land uses by land use categories described in the policy document. It is intended to serve as a general guide to the future land use distribution rather than as a parcel-specific map of allowable land uses. Zoning classifications, consistent with the land use categories, will be established for this purpose in the Zoning Ordinance and Zoning Map. The Land Use Diagram also maps the proposed transportation system. Policies regarding transportation are addressed in the Circulation Element.

The Land Use portion of the technical document, contained in Volume II of the General Plan, includes background information on the historical development of Fairfield and the Fairfield planning area and a description of the process of establishing the future land use patterns.

Goals

The goals of the Land Use Element are:

Preserve and enhance the City's desired physical character with well-balanced patterns of growth and development.

Create safe and viable neighborhoods with wide ranges of choices, services, and amenities.

Objectives, Policies & Programs

Objective LU 1

Achieve a level of population and employment which preserves and enhances the desired character of the City.

Policy LU 1.1

Only allow development that is consistent with the Land Use Diagram and the Land Use Category definitions.

Policy LU 1.2

Provide a mixture of uses throughout the City that provide adequate housing, employment, shopping, and social and leisure activities for their respective populations. (See Policy CI 1.2)

Policy LU 1.3

Achieve an ultimate citywide jobs-housing balance equal to the jobs-housing ratio for the nine-county Bay Area. (See Objective ED 6, Objective HO 4, Policy HO 4.1, and Program HO 4.1 A)

Objective LU 2

Achieve a pattern of development that reinforces the City's desired image. (See Objective UD 4, Policy UD 4.1)

Policy LU 2.1

Encourage the preservation of agricultural land surrounding the City and permanently preserve agriculture in the Suisun Valley. (See all policies and objectives in the Farmlands and Agriculture Element, Objective OS 1, Policies OS 1.1, OS 1.2, OS 1.3, OS 1.4 and OS 1.5, Programs OS 1.2 A, OS 1.2 B, OS 1.2 C, OS 1.4 A, and Rancho Solano North Master Plan Area Policy 6)

Program LU 2.1 A

In order to protect agriculture and the visual character of Suisun Valley, the City, in cooperation with the County, shall establish an open space buffer along its perimeter. This buffer will serve to separate agriculture from development. Agriculture and recreational uses will be allowed within the buffer. This buffer shall incorporate existing landforms and features, such as the ridges east of Mankas Corner Road and Clayton Road, and groves of trees so as to take advantage of these features to visually screen development from the Valley. If existing features prove inadequate, the development shall use trees, berms, and other methods to minimize visibility from the Valley.

Program LU 2.1 B

The City, in cooperation with the County, shall establish similar buffers between productive permanent agricultural lands and development in other areas undergoing development.

Program LU 2.1 C

The City shall continue to work with the County to plan for the preservation of the hills to the west of Suisun Valley as open space.

Policy LU 2.2

Preserve and promote the Central Business District as one of the City's social and cultural centers and as an economically viable retail, professional office, and residential district. (See Policy CI 7.3 and Policy ED 3.3)

Policy LU 2.3

Review and comment on all development proposals within the unincorporated areas of the City's sphere of influence and in neighboring cities.

Program LU 2.3 A

After adoption of the Comprehensive Amendment to the General Plan, the City will request Solano County LAFCO to amend the City's sphere of influence to be consistent with the Urban Limit Line around the entire City.

Policy LU 2.4

Establish and maintain a greenbelt buffer around the City. (See Objective OS 2, Policies OS 2.1, OS 2.2, OS 2.3, OS 2.4, OS 2.5)

Objective LU 3

Establish an urban limit line that allows development to be satisfactorily planned before it occurs.

Policy LU 3.1

What is urban shall be municipal, and what is rural shall be within the County. Any urban development requiring basic municipal services shall occur only

within the incorporated City and within the urban limit line established by the General Plan. (See Policy OS 1.6)

Policy LU 3.2

Where the urban limit line encompasses a master plan area, it may include land which will not ultimately be developed with urban uses. Once areawide plans are adopted for master plan areas, the urban limit line may be amended to exclude open space areas.

Objective LU 4

Achieve a rate of growth that is consistent with the provision of public facilities and services, that balances jobs and housing, and that does not result in the degradation of the natural environment. (See Objectives CI 1, PF 1, and ED 3)

Policy LU 4.1

Expand the city limits only in conformance with the Comprehensive Annexation Plan.

Program LU 4.1 A

Update the Comprehensive Annexation Plan every five years or when there are significant changes. Continue to incorporate infill development and agricultural preservation policies into the Comprehensive Annexation Plan update, according to the standards of the Local Agency Formation Commission.

Policy LU 4.2

Development proposals shall be reviewed for provision of public facilities and services and environmental impacts. (See Policies PF 1.1 and PF 1.2)

Policy LU 4.3

The content of all areawide plans shall be reviewed and approved by the Planning Commission prior to their preparation.

Policy LU 4.4

Development east of Claybank Road and north of Airbase Parkway shall occur in a logical and orderly pattern, and avoid creating discontiguous islands of development which cannot be economically served with a full range of urban services and facilities.

Objective LU 5

Participate and cooperate in regional planning activities.

Policy LU 5.1

Cooperate with appropriate jurisdictions in the preparation of State-mandated regional plans, such as the Congestion Management Program, the Clean Air

Plan, and the Source Reduction and Recycling Element. (See Policies CI 2.2, CI 12.1, CI 12.2, and PF 13.2)

Policy LU 5.2

Monitor proposals for regional government and review them for positive and negative impacts on the City.

Policy LU 5.3

Explore the establishment of a regional open space body, such as a new open space district, to be responsible for acquiring and managing permanent open space. (See Policy OS 11.5, Programs OS 11.5 A, OS 11.5 B, Policy OS 11.6, and Program OS 11.6 A)

Program LU 5.3 A

Assign the Open Space Commission the task of working with other governmental agencies to assist in determining the mechanism(s) for open space preservation.

Objective LU 6

Achieve a maximum public value from permanent open space, recognizing and providing for different types of open space users. (See Objective OS 11 and Policies OS 11.1, OS 11.2, OS 11.3, and OS 11.4)

Objective LU 7

Achieve a maximum amount of open space land permanently available to citizens of Fairfield. (See Objective OS 3, Policies OS 3.1, OS 3.2, Program OS 3.2 A, and Objective OS 4)

Objective LU 8

Develop and maintain a pattern of residential land uses which provides for a variety and balance of densities and opportunities for a mixture of different dwelling and tenure types. (See Policy HO 1.1)

Policy LU 8.1

Residential development shall be consistent with the gross density ranges included in the Land Use Diagram. Lower densities may be permitted only when the City Council makes all of the following findings:

- A. The development would be compatible with the surrounding neighborhood and would not have a detrimental effect on existing or future multi-family development.
- B. The development would be equal or superior to the higher density development with respect to site planning and to preservation of natural topography, mature trees, and other natural resource.

- C. The density reduction will not prevent the City from achieving its goals for low and moderate income housing as defined in the Housing Element.

Higher densities may be permitted that are consistent with State density bonus requirements.

Objective LU 9

The City should endeavor, in cooperation with relevant jurisdictions, to preserve the availability of rural living environments.

Policy LU 9.1

Very low density residential development shall be encouraged in transition areas within the City's urban limit line. The intent is to provide a transition between agricultural or rural areas and urban development.

Program LU 9.1 A

Develop zoning district classifications which provide for large lot subdivisions with minimum lot sizes of 1/2 acre or greater.

Objective LU 10

Provide single family residential neighborhoods with a variety of cost ranges dispersed throughout the City.

Policy LU 10.1

Where infill development is proposed, the character, scale and density of existing single-family residential neighborhoods should be preserved in the new development. (See Policy UD 3.3)

Policy LU 10.2

Large scale single-family residential development shall include a mixture of density and dwelling types, consistent with its land use designation and density range.

Policy LU 10.3

Ancillary uses permitted in single-family residential neighborhoods, such as public facilities, day care centers, and churches, shall have minimum negative impact on the neighborhood.

Program LU 10.3 A

Adopt design and performance guidelines for the location of public facilities in residential neighborhoods.

Policy LU 10.4

New single-family residences shall be constructed at a size and scale that is compatible with the size of the lot.

Program LU 10.4 A

Incorporate standards into the Urban Design Plan to ensure that single-family development is at a size and scale that is compatible with the size of the lot and surrounding area.

Objective LU 11

Provide multi-family ownership and rental units in a variety of cost ranges dispersed throughout the City.

Policy LU 11.1

Encourage the development of a wide variety of higher density multi-family residential uses. (See Policy HO 1.3)

Program LU 11.1 A

Continue to implement incentives to provide density bonuses or other similar measures to encourage the development of high density multi-family residential uses. (See Policy HO 2.4 and Program HO 2.4 A)

Policy LU 11.2

Multi-family residential land uses shall be developed with a balance of open space, landscaping and recreational amenities and shall be accessible to commercial and recreational areas, and public transportation facilities.

Policy LU 11.3

Mobile homes shall be considered multi-family residential land uses. High standards of development and maintenance with respect to the provision of recreation and open space, landscaping and the exterior appearance of the units shall apply to their development. (See Program HO 1.3 C)

Objective LU 12

Encourage special residential opportunities to meet the needs of the City's residents. (See Objective HO 7)

Policy LU 12.1

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure their accessibility to activity centers and shopping areas and to provide the option of continuing to reside in neighborhoods of mixed economic, ethnic and age groups. For projects located on the periphery of the City that house senior citizens or the mobility impaired, special transportation, such as vans, shall be required to be provided by the project.

Objective LU 13

Minimize conflicts between land uses.

Policy LU 13.1

New development shall preserve and enhance, to the extent possible, the existing natural vegetation, landscape features, and open space.

Policy LU 13.2

Appropriate buffers shall be established between industrial and nonindustrial lands. (Policies HS 9.3, HS 9.4, HS 9.5 relate to noise impacts. Policies HS 7.4, 7.5, and 7.6 relate to hazardous materials. Objective HS 8 and Policies HS 8.2, HS 8.3, HS 8.4 and HS 8.5 relate to emergency preparedness. Policy OS 8.1 relates to air quality. Policies ED 2.5 and CI 1.1 relate to traffic.)

Program LU 13.2 A

Adopt standards and criteria for locating nonindustrial development in proximity to heavy industrial development that ensures the protection of the public health, safety and welfare and the economic viability of the industrial development. These standards and criteria shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, and visual quality. (See Policy ED 2.1)

Policy LU 13.3

Proposed land uses shall be consistent with the land use compatibility guidelines of the Airport Land Use Plan for Travis Air Force Base and the Land Use Compatibility Plan for the Travis Aero Club incorporated into this General Plan. (See Objective HS 5, Policies HS 5.1, HS 5.2, HS 5.3, HS 9.2 and ED 1.9)

Program LU 13.3 A

If the Air Force decides to relocate the Aero Club landing strip, the City shall assist the Air Force and any affected developers in moving the strip to another location, away from existing or projected urban development.

Program LU 13.3 B

Until such time that the existing Aero Club facility can be relocated, new development should comply with the Land Use Compatibility Plan for the Travis Aero Club as amended on February 25, 1998.

Program LU 13.3C

If the Aero Club facility relocates, then the density range for residential development located west of Walters Road in Compatibility Zone C, as defined by the Land Use Compatibility Plan for Travis Aero Club, will increase to 8-15 units/acre.

Policy LU 13.4

Retail uses shall only be permitted in industrial areas as a secondary use to a permitted use, such as manufacturing. Retail and service uses which serve the employees of the area may also be permitted. (See Policy ED 2.3)

Program LU 13.4 A

Develop guidelines for allowing retail in industrial areas. (See Program ED 2.3 A)

Policy LU 13.5

Home occupations may be permitted in residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes and where the requirements of the Zoning Regulations for home occupations are met. (See Policy ED 1.4)

Objective LU 14

Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance. (See Objective ED 1)

Policy LU 14.1

Areas designated for industrial use on the General Plan Diagram should be held for such use to assure that there will be sufficient industrial land available to create an economic base in support of the costs of providing on-going public services. A slow pace of industrial development shall not be construed as justification for utilizing lands designated for industrial use for another type of urban use.

Policy LU 14.2

A variety of employment areas shall be provided in which industrial and commercial activities will contribute to the continued economic welfare of the people of the City and to stable economic and tax bases for the City. (See Policy ED 1.1)

Policy LU 14.3

Commercial areas shall be provided to accommodate the needs of the City's present and anticipated population. (See Objective ED 3)

Policy LU 14.4

New strip commercial development shall be discouraged. (See Policy ED 4.2)

Policy LU 14.5

The 18-acre mixed use site located at the northeast corner of Airbase Parkway and Claybank Road shall include office, specialty services and retail uses. Prior to zoning the site, the property owner shall conduct a marketing study to identify uses and services for the site. The neighborhood shopping center to the north of the site shall be given priority for neighborhood-serving retail and services.

Objective LU 15

Preserve identified prominent topographical features, including ridgelines, steep slopes and hillsides; and natural features such as tree stands and riparian areas. (See Objective OS 6, Policies OS 6.1, OS 6.2, OS 6.3, OS 6.4 and OS 6.5, Programs OS 6.3 A, OS 6.4 A, OS 6.4 B, OS 6.5 A and OS 6.6 A, Objective UD 5, and Policies UD 5.1 and UD 5.2)

Objective LU 16

Development of identified hillside areas should be sensitive, to preserve natural features. (See Policies OS 6.2, OS 6.3, Programs OS 6.3 A, OS 6.4 A, OS 6.4 B, and Policy UD 5.3)

Objective LU 17

Encourage mixed use development that provides for an integrated mixture of residential and employment-generating uses within the same structure. (See Policy HO 1.5)

Objective LU 18

Encourage infill development and compact growth.

Policy LU 18.1

Utilize land within the existing city limits as efficiently as possible, allowing for a wider variety of housing types and densities within the same zone district, and economical use of public services and infrastructure.

Policy LU 18.2

Provide incentives and support projects that are designed to encourage compact growth and higher densities while providing amenities such as bike paths, parks and pedestrian parkways as densities increase.

Program LU 18.2A

Amend the Zoning Ordinance to facilitate development of projects with higher densities and increased number and quality of pedestrian and transit-oriented amenities.

Policy LU 18.3

Encourage pedestrian and/or transit-oriented projects at unit densities that make transit feasible. Evaluate planned land uses around transportation centers to assess the feasibility of a high-density residential project oriented to transit.

Program LU 18.3A

Revise the City's zoning ordinance to permit residential and higher-end commercial land uses within the same district, provided the uses are integrated as a mixed-use development with shared parking and pedestrian-oriented amenities.

Policy LU 18.4

Establish a program to reduce fees for infill development which meets a predetermined set of development criteria consistent with the City's goals for compact growth.

Program LU 18.4A

Encourage nodes of higher housing densities in areas served (or readily available) by the existing range of urban services including utilities, transit stops, neighborhood shopping and public services. Establish an incentive program whereby sites which meet the above criteria are given priority in the City's project approval process and the allocation of affordable housing funds from redevelopment set aside and federal HOME funds programs.

Program LU 18.4B

Encourage secondary dwelling units on existing owner-occupied single-family lots to accommodate the housing needs of the extended and multi-generation family and to provide an affordable housing alternative in existing neighborhoods. (See Policy HO 2.8)

Objective LU 19

Encourage intensification in downtown and central Fairfield.

Policy LU 19.1

Reinforce the economic vitality of the core by maximizing the number of residents in close proximity to it, and encouraging development of new ownership housing opportunities in downtown.

Policy LU 19.2

Encourage the development of live-work spaces in the CD and CM districts in downtown Fairfield.

Program LU 19.2A

Provide economic incentive (taxes, priority in participation in MCC's, etc.) for development of new mixed-use residential and commercial retail development in the CD and CM districts downtown.

Program LU 19.2B

Re-designate vacant land within Central Fairfield, in particular the RM district south of downtown, for higher density uses and mixed use and provide incentives for assembling smaller parcels to create feasible infill projects.

Policy LU 19.3

Allow street parking spaces adjacent to properties to be counted toward meeting the parking requirements for new residential and mixed-use projects near the downtown but outside the P-1 Parking Overlay District.

Policies for Master Plan Areas

Following are descriptions and specific policies for the three Master Plan Areas. As described in the section on future land use, Master Plan Areas are special study areas which have the potential for urban development, but are presently constrained by a variety of existing factors.

Rancho Solano North

Introduction

The Rancho Solano North Master Plan Area is identified on the Land Use Diagram as an approximately 2,000-acre undeveloped area north and east of Rancho Solano, and land north of Rolling Hills.

All of this land is unincorporated, and is on moderate to steeply sloped hillsides varying from 200 to 800 feet in elevation. None of this land is now served by urban sewer or water service.

Areawide Plan Mandate

1. An areawide plan shall be prepared for the entire master plan area, including Tooby Ranch, Hopkins land, Sengo Ranch, and all other land shown in the Land Use Diagram.
2. The areawide plan shall evaluate the open space and development potential of all the land without regard to property lines.
3. Preparation of the areawide plan will include a citizen participation effort, involving citizens and property owners representing a wide variety of interests and backgrounds.
4. Development in the area shall be comprehensively planned through the areawide plan with unified design concepts.

Suisun Valley Agriculture Protection

5. New development and traffic improvements shall not conflict with the existing agricultural and farming activities in Suisun Valley.
6. New development shall be physically separated from farmland and agricultural uses. In order to protect existing farmland and farming activities from urban development, an open space and recreation buffer shall be established along the perimeter of the Valley. Only agricultural or passive recreational uses will be allowed in this buffer. (See Policy LU 2.1 and Program LU 2.1 A)

7. No new streets shall be built which intersect Clayton Road. All new roads and streets serving new development shall connect into the existing City street system.

Scenic Preservation

8. Golf course, housing, roads, or other forms of urban development visible from Mankas Corner Road or Clayton Road; any proposed hillside or ridgeline development; and lighting on hillsides shall be minimized and mitigated by natural visual barriers, such as mounds, trees, etc.

Natural Resources

9. Significant wildlife habitats and watersheds shall be preserved and protected.

Urban Limit Line

10. The City's urban limit line shall ultimately follow the path of final development. Until an areawide plan for the master plan area is prepared, the urban limit line shall extend to the master plan area's outer boundaries, but exclude any agricultural lands subject to the agreement between the City of Fairfield and Solano Irrigation District. Once the areawide plan is adopted, the urban limit line shall be configured to follow the outermost fringe of urban development at buildout. All land located beyond the ultimate urban limit line, as approved in the areawide plan, shall not be included in the City's sphere of influence and shall not be annexed by the City in the future.

Open Space and Recreation

11. Creation of a regional nature park similar to Rockville Hills Park shall be incorporated into the areawide plan for the master plan area.
12. An integrated trail system shall be built which serves hikers, runners, bicyclists, equestrians, and those with special recreational needs.

Public and Site Improvements

14. All infrastructure improvements, such as sewer and water facilities, roads and streets, street lighting, and storm drainage improvements, shall be designed to visually blend into the natural setting.
15. All property designated for development in the master plan area shall be subject to a Mello-Roos district or other financing mechanisms capable of paying for all major public improvements, including open space acquisition, parks, roads, sewer and water lines, and storm drainage improvements.

16. Site grading shall be done in a manner to minimize damage to natural land features and existing topographical contours. Substantial disturbance of existing features and contours shall only be allowed when the visual quality of the development is enhanced.
17. Site improvements and development in hillside areas shall comply with the Hillside Management Guidelines.

Policies for Nelson Hill

Introduction

Nelson Hill is a prominent landform located south of I-80, nearly one mile east of the I-680/I-80 interchange. Total acreage includes 230 wooded acres on elevations ranging from 60 to 300 feet. Slopes on the sides of the hill vary from moderate to very steep, with gentle grades on the west side. Only the north side and the hilltop are sparsely wooded. A City water reservoir is located at the northeast corner of the hill.

The top of the hill was quarried for nearly 100 years. Although not presently in operation, the quarry could be reactivated at any time, since the quarrying rights are permanent. In October 2000, Solano County and the quarry owners entered into an agreement that set operating conditions for the quarry. The conditions establish operating hours for mining activity and truck hauling. In addition, the conditions establish a maximum annual production of 242,000 tons.

The Land Use Diagram designates this site as a Master Plan Area. It is intended for a combination of residential and open space uses. Any development of Nelson Hill will be limited in order to protect prominent ridges, significant tree stands, steep elevations, and highly visible locations as permanent open space and recreation resources.

Master Development Plan

(See Policy OS 6.8)

1. The General Plan designation of the area is low density residential/open space.
2. After adoption of the General Plan, a master development plan will be prepared for the entire Nelson Hill site. This plan shall evaluate the open space, recreation, and residential development potential of all land.

3. Development shall be comprehensively planned and integrated with the adjoining residential designated properties to the west; particularly with respect to circulation.

Open Space Preservation

4. Significant ridgelines, steep slopes, and native trees shall be protected from urban development and shall be preserved in their natural state. Site improvements and development shall not be located within prominent viewsheds. Any development on the hilltop shall be situated as not to be visible from surrounding areas.
5. As part of the master development planning process, land shall be dedicated for a City park. This land shall include a site to be located at the southern portion of the top of Nelson Hill, affording views of the Suisun Marsh and allowing access for handicapped, elderly, or very young persons not able to hike from the bottom of the hill.
6. On site open space shall be required as a condition of development approvals. Land to be dedicated shall also include the wooded hillsides at approximately sixty feet elevation and higher, and other significant open space resources. As part of the master development planning process, a publicly accessible trails system shall be designated. Trails shall be located at the higher elevations of the hillsides, preferably within wooded areas. These trails shall be designed to ultimately connect with the Linear Park.
7. No development shall be allowed at the northeast corner of the site which adjoins Suisun Valley agricultural land.

Public and Site Improvements

8. All infrastructure improvements, such as sewer and water facilities, roads and streets, street lighting, and storm drainage improvements, shall be designed and located to visually blend into the natural setting.
9. The area shall be subject to a Mello-Roos district or other financing mechanisms designed to pay for major citywide public improvements, including open space acquisition and transportation improvements.
10. Site grading, including pad preparation, road construction, and retaining walls, shall be done in a manner to: minimize damage to natural land features, conform to existing topographical contours, be visually unobtrusive from surrounding viewsheds, and protect native nature trees.
11. Existing old rock walls, including the wall along the property line between the Nelson Hill land and adjoining property to the west, should remain

undisturbed, except for any necessary street or utility improvements. Any street or utility easements shall be aligned as not to interfere with the integrity of these walls. (See Policy OS 6.10)

Peabody-Walters Master Plan

The Peabody-Walters Master Plan was adopted on September 6, 1994 for the area east of Claybank Road and north of Air Base Parkway. The Master Plan establishes specific policies and standards for this area. Future uses for land within the Master Plan area are identified on the General Plan Land Use Diagram.

Policies for the Cordelia Area

The following policies were included in the Cordelia Area Specific Plan, which was repealed in 1999. These policies apply to land that was formerly addressed in that plan.

Open Space/Agriculture

1. The location of open space corridors may vary from those depicted on the diagram except when the location is fixed by such features as an earthquake fault zone, PG&E power line, natural topographic or vegetative feature, along the Urban Limit Line, or divides land uses. The width and location of the open space corridor over the earthquake fault zone shall be determined by geotechnical studies.
2. The minimum size of a residential lot abutting land designated as Intensive Agriculture shall be 1/4 acre.
3. The use of the extensive agricultural land which lies between I-680 and Suisun Marsh shall be limited to those agricultural operations which are harmonious with the adjoining marsh and wetland area. Examples of acceptable uses include grain and hay crop production and irrigated and non-irrigated pasture.
4. There shall be an open space corridor with a minimum width of 50 feet along the Urban Limit Line when abutting areas designated Intensive Agricultural by the plan.
5. When development occurs adjacent to areas designated as Extensive or Intensive Agriculture, fencing shall be installed which is designed to discourage trespassing onto such agricultural properties.
6. Ridge lines and riparian areas shall be retained in open space uses.

7. The environmental quality of Suisun Marsh shall be protected and enhanced through a combination of land use regulation and construction of public facilities. Activities within and adjacent to the marsh shall generally be limited to the following: nature-oriented recreation, hunting, fishing, wildlife habitat, low-speed boating, and only those specific types of agricultural operations which will avoid alteration of topography, vegetation, watercourses and soil-water relationships.

Commercial Development

8. In Cordelia, the City shall not approve a disposition and development agreement or other discretionary permit for commercial development which is greater than 10,000 sq.ft. or which generates more than 150 daily trips if calculated Levels of Service at the time of said approval at any major intersection, as defined in Section 6.1 of the Green Valley Settlement Agreement, is either operating at a level of service lower than LOS D, or would operate at a level of service lower than LOS D, as a result of the proposed approval in combination with existing traffic levels and projected traffic from the projects described in Section 1.29 of the Green Valley Settlement Agreement and all other approved residential and commercial projects in Cordelia.

Industrial Development

9. Through its programs and capital expenditures, the City shall encourage industrial development which is both capital and labor intensive. Warehouse, distribution, and other similar uses shall be given a lower priority by the City.

Old Town Cordelia

10. Prior to the rezoning or rezoning of any land within Old Town Cordelia, a development plan for the entire area shall be approved by the City. The development plan shall specify the location and type of land uses, public rights-of-way, and development regulations and standards.
11. Annexation to the City of Fairfield of any portion of Old Town Cordelia shall not occur until the development plan is approved.
12. The architectural design of any new buildings within Old Town Cordelia shall reflect its historic character.

Urban Design

13. An Urban Design Plan shall be prepared for Cordelia.

14. Until adoption of the Urban Design Plan, the following interim measures shall apply to all areas within the Cordelia Specific Plan Area except for those areas north of I-80 and west of Suisun Valley Road which shall comply with the Design Standards of the North Cordelia Area:

- At the time of initial development, design themes shall be established for residential neighborhoods, industrial parks, and commercial centers. The theme may focus on building materials, color, architectural style, landscaping or lighting.
- The selection of the variety of street trees and planting pattern along arterial and major collector streets shall be in accordance with a master street tree plan.
- For commercial, industrial, and multi-family residential projects there shall be at least one tree per 20 lineal feet of street frontage, exclusive of any required landscaping within parking areas or adjacent to buildings.
- Monument and ground signs will be required for all non-freeway oriented signs. Sign height and area shall be limited to the minimum necessary to identify a business without creating sign clutter or detracting from the natural amenity of the area.
- All required landscaping shall be maintained in a healthy and attractive condition.
- All buildings, structures, and parking areas shall be maintained in a sound and attractive condition.

15. A neighborhood corridor shall have a minimum width of 50 feet to a maximum of 150 feet. Improvements shall consist of paths, lighting, fencing, and landscaping. Continuous fencing on both sides of the corridor shall generally be avoided. Construction and maintenance shall be the responsibility of private development. The location, width, and design of neighborhood corridors shall be subject to approval by the City, which shall take into consideration the street and lot pattern, adjacent land uses and topographic conditions.

16. The design of the following street shall have rural elements, such as the absence of standard curb, gutter and sidewalk, in order to maintain the character of an area, unless a rural design would be detrimental to the public health, safety, and welfare.

- Green Valley Road, north of future Mangels Boulevard;

17. The width of public right-of-ways and paving may be reduced in hillside areas in order to avoid excessive grading.
18. Any required noise barriers shall be designed with a varied height, form and location to avoid a monotonous wall-like effect. Landscaped berms or a combination berm and wall may be required.
19. Development abutting or highly visible from I-80 and I-680 shall have superior design with respect to architecture, building materials, landscaping, and site planning. Examples of superior design include, but are not limited to:
- Use of front-face quality materials and design of all building elevations visible from the freeways.
 - Screening of parking and other expansive paved areas through use of berms, low walls and landscaping.
 - Prohibition of outdoor storage of materials visible from the freeways.
 - Creativity in the relationship between buildings and structures.
 - Use of water, sculptures and other special features.
 - Distinctive and innovative landscaping plans.
20. Major collector streets shall have sidewalks separated from the curb by a parkway strip with a minimum width of six feet.
21. In order to preserve significant resources in Old Cordelia and the rural character along the south and east sides of Nelson Hill, the City will study alternatives to widening Cordelia Road in its existing alignment

Traffic Analysis

22. For all development north of Interstate 80 the level of Service shall be calculated as defined in Section 6.1 of the Green Valley Settlement Agreement for as long as it remains in effect. Prior to any approvals within this area and annually thereafter, the City shall measure the existing Level of Service and calculate future levels. This calculation shall be done as defined in Section 6.1 and 6.2 of the Settlement Agreement. The results of these calculations shall be reported to the Planning Commission and City Council for project review and periodic review not more than twelve (12) months apart.

Supporting Text

History and Existing Setting

Fairfield is located along the I-80 corridor in the County of Solano between the rapidly growing San Francisco Bay and Sacramento areas. (See Exhibit LU-1) The City is surrounded by undeveloped hills on its western and northern borders. To its east and northeast are grazing and prairie grasslands. To the south, beyond the neighboring city of Suisun City, is the largest remaining wetland around San Francisco Bay, the Suisun Marsh. Suisun Valley, one of the county's most productive and intensive agricultural regions, adjoins Fairfield and separates the central city from the Cordelia planning area.

Over the decades, the city's character has gradually evolved. Beginning as a small farming-related community, Fairfield became the Solano County seat in 1858. In the early 1940's, Fairfield began to take on the identity of a military town, when military operations began at Travis Air Force Base. In the past few decades, it has also become a major business and retail center for Solano County and has experienced rapid growth of new residential neighborhoods.

Presently, Fairfield is characterized by three distinct communities: Cordelia, central Fairfield, and the Travis Air Force Base/Northeast area. Table LU-1 includes a summary of existing and projected population, housing and employment.

Central Fairfield is bounded by Suisun Valley on the west, the Vaca Mountains and Cement Hill on the north, Claybank Road on the east, and the City of Suisun or Union Pacific railroad tracks on the south. This area contains the City's oldest residential neighborhoods as well as new, more upscale housing. It also includes a number of commercial and industrial areas and serves as the center of County and City government.

Cordelia is located to the west of Central Fairfield around the I-80/I-680 interchange and is connected to Central Fairfield by I-80, Cordelia Road, Rockville Road and the linear park bike trail. Suisun Valley, an intensive agricultural area, separates Cordelia and Central Fairfield. A Specific Plan for the planning area was adopted in 1974, calling for a master planned, self-sufficient community. This plan was later amended in 1986 and repealed in 1999. Relevant policies from the plan were added to the Land Use Element of the General Plan.

The Travis/Northeast area includes Travis Air Force Base and land generally located east of Clay Bank Road and north of Air Base Parkway. Used for military operations since the early 1940's, Travis Air Force Base (AFB) has influenced the

character and economic profile of the city. Originally located five miles east of the city, the base is becoming connected to central Fairfield by development that has progressively extended eastward. Much of the remainder of the Northeast area is vacant. However, there is an area of heavy industrial development along Huntington Drive. In addition, various manufacturing and service commercial uses are located along Peabody Road and Cement Hill Road in the unincorporated County.

Future Land Use – The Livable City Concept

Through the Land Use Diagram, Goals, Objectives, Policies, and Programs, the Land Use Element is a plan for future development of the City to the year 2020. This plan is a response to the unique issues, opportunities and constraints that face the community. Some of the key issues which the element addresses are amount and rate of growth, distribution and location of future land uses, and extent of future City boundaries. These issues, and others, are resolved in the context of a variety of opportunities and constraints, such as availability of vacant land, availability of public services and facilities, the existing pattern of land uses, and the natural environment.

Past strategies for future development have emphasized annexation of undeveloped land and establishment of unique identities for the western, central and eastern areas of the city. The experience of other cities, however, has demonstrated that this type of growth pattern plays an important role in causing urban sprawl. Symptoms of sprawl include the loss of productive farmland, increased parking and infrastructure requirements, increased traffic, and a growing inability to access basic services without the use of an automobile.

With this in mind, the Land Use Element is based on a future scenario known as the "Livable City" concept. This concept envisions the city developing in a manner that promotes a more compact and efficient land use pattern, and places less emphasis on development that necessitates use of the automobile. In particular, the Land Use Element incorporates the following concepts:

- Fairfield will remain an important center in Solano County for government, business, and commerce. The downtown area will become a stronger center for the entire City.
- There will be a strong commitment toward protection of agricultural areas outside the Urban Limit Line and to the separation from other urban areas in the County.
- Future development will largely occur within the existing City limits. Limited development will be proposed outside the City limits, primarily to achieve certain related objectives that are difficult to achieve within the existing city limits. Examples include the establishment of a large

technology-related industrial center and the development of a regional open space park north of the City.

- Incentives will be provided for concentrated development of infill areas within the existing City boundaries. These incentives will include modifications to development regulations and city fees.
- There will be a greater emphasis than in the past on pedestrian-oriented development (POD) and transit-oriented development (TOD).
- The existing separation of the western, central and eastern areas of the city will become more connected, with emphasis on a common city identity, and citywide diversity in development. However, areas that will remain remote from central Fairfield and downtown, such as Cordelia, would have high quality governmental services, recreation, shopping and employment.
- There will be a citywide balance of jobs and housing, with an emphasis on diversity in jobs and housing options. The desired citywide ratio should be consistent with the desired overall ratio for the nine-county Bay Area, established by recent policy decisions of the Association of Bay Area Governments.
- The City will provide high quality services and infrastructure in accordance with adopted standards.

The Land Use Diagram includes an "Urban Limit Line" which represents the ultimate limit of the City. Policies in the Land Use Element direct that urban development be confined within this Urban Limit Line. The Urban Limit Line spells out a commitment on the part of the City of Fairfield to respect the integrity of the surrounding non-urban areas. This intent is an integral part of the Livable City concept, which envisions Fairfield being surrounded by a greenbelt buffer of open space, clearly separated from the other cities of Solano County.

The Livable City concept, as represented by the Land Use Diagram, contains a range of land use categories, which are discussed below. The diagram also includes three Master Development Plan areas. These include Nelson Hill, located in the Cordelia area, Rancho Solano North, located west of Interstate 80, and Peabody Walters, located in the eastern part of the City. Master Plan areas are special study areas surrounding the community which have the potential to become urban areas, but are presently constrained by a variety of existing factors. Distinct circumstances must occur in order for master plan area development to be triggered. A General Plan Amendment and the adoption of an Areawide Plan would be required for these areas before development would occur. The Land Use Element includes specific policies for each of the master plan areas.

On September 6, 1994, a Master Plan was adopted for Peabody-Waters. The Master Plan includes specific policies governing this area. The Master Plan also establishes land uses designations for this area. The General Plan land use diagram includes the land use designations established by the Master Plan.

Table LU-1, which summarizes future housing, population and employment for the City, includes estimates for the Master Plan areas. These estimates have been developed in order to determine the appropriate level of citywide public facilities. Once the master, specific or areawide plans are adopted, these numbers may be revised and should not be considered a maximum or minimum.

Land Use Categories

All lands within the boundaries of a General Plan's Urban Limit Line must be provided with a General Plan Land Use designation. In many cases these designations will have been made without benefit of a detailed analysis of development constraints. The existence of one or more development constraints could limit the beneficial use of a property or limit the density or intensity of development to less than that anticipated by the General Plan designation. Typical examples of such development constraints include but are not limited to the following: geotechnical conditions, topography including grading impacts, existence of significant tree stands or groves, drainage and flood plains, archaeological sites, wetlands and stream courses, faults, and easements.

Where development constraints such as those described above are found to exist during the areawide planning process or other more detailed levels of the development approval process, the General Plan would assume that the density, intensity and extent of development would be appropriately reduced.

Agriculture

Agriculture is discussed in detail in the Open Space, Conservation and Recreation Element and the Economic Development Element. Agriculture has value to the City both as an open space asset and as a contributor to the local economy. The Land Use Element includes two agricultural categories.

Intensive Agriculture

Intensive agricultural lands are those which have the potential for the highest productive yield (usually used for row crops and orchards). These lands generally have soil classes I and II (prime soils). Suisun Valley and portions of lower Green Valley are characterized by intensive agriculture.

Extensive Agriculture

Extensive agricultural lands have a relatively lower productive yield and are primarily used for grazing. Extensive agricultural lands in the planning area include hilly slope areas around the City, portions of Suisun Marsh, and areas to the east and southeast of Travis Air Force Base.

Open Space

The Open Space, Conservation, and Recreation Element describes several Open Space Planning Areas that have significant value as open space (See Exhibit OS-1). Some of these areas will remain permanently as open space. Other areas are intended for limited development after completion of special studies or areawide

plans that ensure the protection of valuable open space resources. Some of these areas are identified in the Land Use Diagram as Master Plan Areas.

The Land Use Element and Diagram include two open space categories: Recreation and Conservation. Open space areas are linked in the diagram by a trail system. This trail system and other aspects of the open space system are discussed in greater detail in the Open Space, Conservation, and Recreation Element.

Recreational Open Space

This category is intended for land that has been improved for active recreational uses. Generally, uses in this category include regional, community and neighborhood parks and golf courses.

Conservation Open Space

This category includes areas having significant open space value that are not used for active recreation (such as the Suisun Marsh).

Residential

The Land Use Element and Diagram include six residential categories. These categories: 1) identify areas throughout the planning area which are acceptable for housing, 2) clarify the overall type of housing to be developed within each category, and 3) establish minimum and maximum densities.

Each residential category includes minimum and maximum densities, expressed in numbers of housing units per gross acre. Densities lower than the minimum designation may be permitted only when the City Council makes findings according to the criteria contained in this element. A gross acre includes not only the area required for the actual residential use (dwelling and yard), but also the area required for minor and collector streets, utilities, and public or private recreational open space necessary to serve the housing area. Uses such as major arterial streets, elementary, middle, and high schools, neighborhood and community parks, churches, and other uses which serve several neighborhoods or the community at large are not included in the gross acreage for purposes of calculating the allowable number of housing units.

The Zoning Ordinance, not the Land Use Diagram, regulates parcel specific lot standards and allowable land uses. Under state law, zoning shall be consistent with the general plan. Each residential category in the Land Use Element specifies housing types that are typical for the density range identified in each category. However, any type of residence may be built within any residential category, as long as the density is within the range. For those categories that include single

family detached development, typical lot sizes are included. However, the actual standards for lot sizes are governed by the Zoning Ordinance.

Very Low Density Residential: less than or equal to 2.5 dwelling units/gross acre

This category is characterized by large estate lot residential development. Typically, lot sizes would be 15,000 square feet or greater. However, cluster single family homes on smaller lots with significant permanent open space may also be found in this category. This category could be applied to hillside areas and to transition areas between agriculture and more intense residential development. In the case of hillside development, a hillside overlay will be established in the Zoning Ordinance. Development within the hillside overlay will be subject to the requirements of the hillside grading ordinance and could result in a density below the maximum permitted by the range.

Low Density Residential: 2.5 - 4.5 dwelling units/gross acre

This category includes single family development on large lots, and standard single family subdivisions. Lot sizes could range from 7,500 to 15,000 square feet.

Low Medium Density Residential: 4.5 - 8.0 dwelling units/gross acre

This category includes standard single family subdivisions and nontraditional designs such as zero lot lines, patio homes, and townhomes. Typically, lot sizes would range from 4,500 to 7,500 square feet. In those areas where lots at the lower end of the range are proposed, careful attention shall be given to size and massing of homes and to the provision of adequate open space areas and recreational opportunities.

Medium Density Residential: 8.0 - 15.0 dwelling units/gross acre

This category is intended for a wide range of attached units, such as duets, townhouses, rowhouses, condominiums, and apartments. In some cases detached units may be allowed in this category, but only if it is demonstrated that they will provide home ownership opportunities to low and/or moderate income households, that the size and massing of homes is in scale with the lot sizes, and that there will be provision of adequate open space areas and recreational opportunities. Typically, single family attached and detached lots in this category would range from 3,000 to 4,500 square feet for each unit. It is intended that development in this category be conveniently serviced by neighborhood commercial and recreational facilities and have access to major arterial streets.

High Density Residential: 15.0 - 22.0 dwelling units/gross acre

This category is intended for multi-family apartment and condominium development. This designation is located in close proximity to major arterial streets, commercial and recreational facilities, and employment centers.

Very High Density Residential: 22.0 - 32.0 dwelling units/gross acre

This category includes multi-family apartment and condominium development in high-intensity areas. Development of greater than 32 dwelling units/gross acre may be permitted for senior congregate care housing projects. When making a determination regarding the number of dwelling units in a senior congregate care housing project, a dwelling unit shall be considered a living unit including bathroom and living areas, but need not include kitchen facilities.

Commercial and Industrial

The descriptions of land uses permitted in each commercial and industrial category are not exclusive. Other uses are permitted that are consistent with the Zoning Ordinance. The commercial and industrial categories include both a range of Floor Area Ratios (FAR) and typical FAR's for each land use. The FAR's are intended to be used as a guide for estimating the future development intensity. The Zoning Ordinance governs the actual FAR's required by the City.

Neighborhood Commercial: 0.2 - 0.275 FAR

This designation includes convenience commercial and neighborhood shopping centers which provide for a range of necessary day-to-day retail goods and services. Typically, a neighborhood shopping center would include a supermarket as the principal anchor tenant. Other tenants offer a variety of goods and services such as drugstores, banks, restaurants, and service stations. A typical FAR for this category is 0.225.

Community Commercial: 0.2 - 1.5 FAR

This category includes a variety of commercial areas that serve a larger market area than a neighborhood center but less than a regional center. The designation includes shopping centers that serve a larger market than the immediate neighborhood. Typically, there are one or more anchor tenants such as a supermarket, discount or off-price department store, hardware/home improvement store or combined drug/variety/garden store. There would also be a variety of tenants offering consumer goods and personal services. A typical FAR for this type of use is 0.225.

Specialty shopping centers that may be smaller in size than other community shopping centers but that serve a community-level market are also included in this

category. These centers do not have a supermarket, but provide specialized goods and services. A typical FAR for this type of use is 0.225.

This category also includes strip commercial shopping areas along North Texas Street and Texas Street west of Pennsylvania Avenue. These areas are characterized by retail commercial and office uses, usually developed as freestanding units. A typical FAR for this type of use is 0.225.

The City's Central Business District (CBD) is also included in the Community Commercial category. However, this area has its own unique character as a pedestrian-oriented, concentrated area of retail, service and office uses. Multi-family residential may also be permitted in the CBD. The City Center Redevelopment Plan and the Zoning Ordinance govern the permitted uses in this area. Higher intensity development should be encouraged in the CBD than in the other types of Community Commercial development. A typical FAR in the CBD is 0.5. However, FAR's in the CBD may be as high as 1.5.

Service Commercial: 0.225 - 0.5 FAR

This designation provides for commercial service activities, such as auto repair, building material supply, warehousing, wholesale trade, contractors, suppliers, equipment yards, and other similar uses. Each proposed use must be evaluated on a case-by-case basis for compatibility with surrounding land uses. The smaller service commercial centers are intended for lower intensity service operations. The larger centers are designed to provide sites for uses with large land area requirements. The typical FAR in this category is 0.225.

Highway and Regional Commercial: 0.15 - 1.0 FAR

This category includes regional shopping centers, highway oriented retail and service uses, and commercial recreation. Regional shopping centers are large shopping centers with a variety of large department stores and specialty shops that serve a market area that exceeds the planning area. Professional offices, governmental uses, hotel and motels may be permitted in the highway and regional commercial category if the site size is sufficient and if found to be compatible with adjacent land uses. Certain neighborhood and community commercial uses may be permitted in this category. Such uses would consist of retail sales, personal services, and business services. A typical FAR in this category is 0.225.

Office Commercial: 0.25 - 1.0 FAR

This category is intended for non-retail, business and professional offices. The typical FAR for this category is 0.30. However FAR's at the high end of the range will be expected in more central areas and at the low end of the range in outlying areas.

Business and Industrial Park: 0.25 - 0.60 FAR

This designation is intended for light industrial and office uses. Uses may include office and administration facilities, research and development, and support business and commercial facilities. Land within this category has been reserved for industrial firms and businesses seeking an attractive and pleasant working environment. These areas are characterized by a high employment density. The development and design standards for these areas should protect this land from development which is inappropriate due to either function, appearance or environmental affects. This land use is appropriate as a buffer between General Industrial areas and non-industrial areas. The typical FAR for this category is 0.35, but could range between 0.25 and 0.60 depending on the location and the nature of the business park.

Technology Park: 0.25 – 0.5 FAR

This designation is intended for development of large parcels of land with high-technology uses. Uses may include light industrial, office and administration facilities, research and development, and support business and commercial facilities. The area has been reserved for businesses seeking an attractive and pleasant working environment. Design standards shall be adopted for this area prior to any development to ensure that especially high standards of development are maintained. The Technology Park is intended to help the City achieve its jobs/housing goals by providing a significant amount of high quality jobs for the community. The City has therefore established an overall job density standard of 10 jobs/acre. Individual projects may be permitted which do not achieve this density as long as the overall density is maintained.

Limited Industrial: 0.25 - 0.5 FAR

This designation provides for light and medium industrial type activity. Uses typical of this category may include but are not limited to research & development, warehouse, wholesale distribution, manufacturing, assembling, fabrication, office uses, and support uses. Not permitted within this category are uses which require unscreened open air storage of large quantities of raw, semi-refined, or finished products. Retail uses are discouraged in this category but may be permitted as a secondary use to a permitted use. This land use is appropriate as a buffer between General Industrial areas and non-industrial areas. The typical FAR for this category is 0.35.

General Industrial: 0.3 - 0.5 FAR

This designation allows for a wide range of industrial activities which includes manufacturing, assembling, fabrication, and other similar uses. The intent of this category is to provide a location for heavy industrial uses. Areas developed under

this designation should be located with direct access to major roads, freeways, or rail lines. The typical FAR for this category is 0.40.

Travis Reserve

This designation applies to certain unincorporated land located north and east of Travis Air Force Base. Land in the Travis Reserve is set aside for future expansion of Travis Air Force Base only. If the status of the base changes, the construction of a non-military airport and support uses may be permitted in the Travis Reserve. No residential uses will be permitted in the Travis Reserve. Until a military or airport use is proposed for land with the Travis Reserve designation, the City supports its continued use for agriculture and grazing.

Public Facilities

This includes a wide range of uses that can be defined as institutional responses to basic human needs, such as health, education, safety, and recreation. Examples of typical public facilities include schools, water treatment plants, and fire stations. Public facilities, including waste management, are described in detail in the Public Facilities and Services Element. Hazardous waste management is addressed in the Health and Safety Element. Public facilities may be permitted within other land use categories.

Mixed Use

This designation has been applied to several areas throughout the City. Each area has a unique mix of specified permitted uses. The Land Use Policies, Zoning Ordinance or Cordelia Specific Plan describe the permitted uses at each location in detail. The FAR's in the Mixed Use category will vary depending on the mix of uses. The FAR's for each of the permitted uses will apply to this category. The following areas have been designated as mixed use on the Land Use Diagram:

Southeast Corner of Walter Road and Airbase Parkway (Parker Ranch):

Residential of various densities and Commercial, with appropriate buffering along Airbase Parkway to protect the residential zones. Residential development shall comply with Policy HS 9.2A regarding exposure to aircraft noise at Travis Air Force Base. A portion of this property is located within Compatibility Zone B for the Land Use Compatibility Plan for the Travis Aero Club as amended on February 25, 1998 by the Solano County Airport Land Use Commission. Development will comply with the restrictions included in the Aero Club Plan, including a limitation on retail development and a prohibition on new residential development on a portion of Zone B. If the Aero Club closes or relocates, these land use restrictions would no longer apply. (See Policy LU I3.3 and Program LU I3.3 A)

Northeast Corner of Lopes Road and Gold Hill Road:

Business and professional office, retail and service

Southeast of Solano College:

Business park (offices, research and development and similar uses) and high density residential (15-22 units per acre). A limited amount of neighborhood commercial uses may be permitted to serve the college, residents and workers in the immediate vicinity.

Northeast Corner of Peabody Road and Airbase Parkway:

Commercial and Light Industrial. Land uses shall comply with the Land Use Compatibility Plan for Travis Aero Club. If the Aero Club closes or relocates, these land use restrictions would no longer apply. (See Policy HS 5.4)

Area between Empire and Kentucky Streets and south of Missouri Street:

Commercial and residential

Block bounded by Delaware Street, Union Avenue, Broadway Street and Jefferson Street:

Office, commercial and residential, up to 32 units per acre

Southwest corner of Pennsylvania Avenue and Texas Street:

Office, commercial and residential, up to 32 units per acre

Sunset and Travis:

Neighborhood Commercial and Office

Northeast Corner of Airbase Parkway and Claybank Road:

Office, Specialty Services and Retail (See Policy LU 14.5 for more detail)

North of Highway 12 and West of Pennsylvania Avenue:

Limited Industrial, Service Commercial, and Office

Peabody-Walters Master Plan:

Sites designated for mixed use in the Peabody-Walters Master Plan area shall be developed in accordance with the Master Plan.

Area South of Travis Blvd. between Clay Street and Wilson Street:

Mixed residential and commercial

South side of Tabor Avenue, east of Kidder:

Mixed residential and commercial

Mission Village Shopping Center site, west of North Texas Street, north of Atlantic Avenue:

Office, commercial and high density residential

Any future areas which receive the mixed use designation shall include an integrated mixture of residential and employment-generating uses.

TABLE LU-1**Projection of Housing, Population and Jobs
at Buildout of General Plan**

	<u>Housing</u>	<u>Population</u>	<u>Jobs</u>
Existing (Jan. 1, 2001)			
Cordelia	3,140	9,320	not available
<u>Remainder of City</u>	<u>29,260</u>	<u>89,480</u>	<u>not available</u>
<i>Subtotal Existing</i>	<i>32,400</i>	<i>98,800</i>	<i>43,400</i>
Projected Additions			
Cordelia	4,600	12,550	11,370
<u>Remainder of City</u>	<u>9,200</u>	<u>24,810</u>	<u>22,240</u>
<i>Subtotal Additions</i>	<i>13,800</i>	<i>37,360</i>	<i>33,610</i>
Projected Buildout Totals			
Cordelia	7,740	21,870	n/a
Remainder of City	38,460	114,290	n/a
Citywide Buildout Totals	46,200	136,160	77,010

Notes

1. Existing total housing and population figures provided by State Department of Finance.
2. Existing job figures provided by ABAG.
3. Totals have been rounded to the nearest 10.
4. Table LU-1 displays projections of future development, but does not depict maximum possible levels of development. Future additions may be higher or lower than projected (see the Land Use Chapter of the Technical Document for more information on how projections were calculated).
5. Projections of additional development are regularly updated by the Department of Planning and Development, and may not be incorporated into Table LU-1.

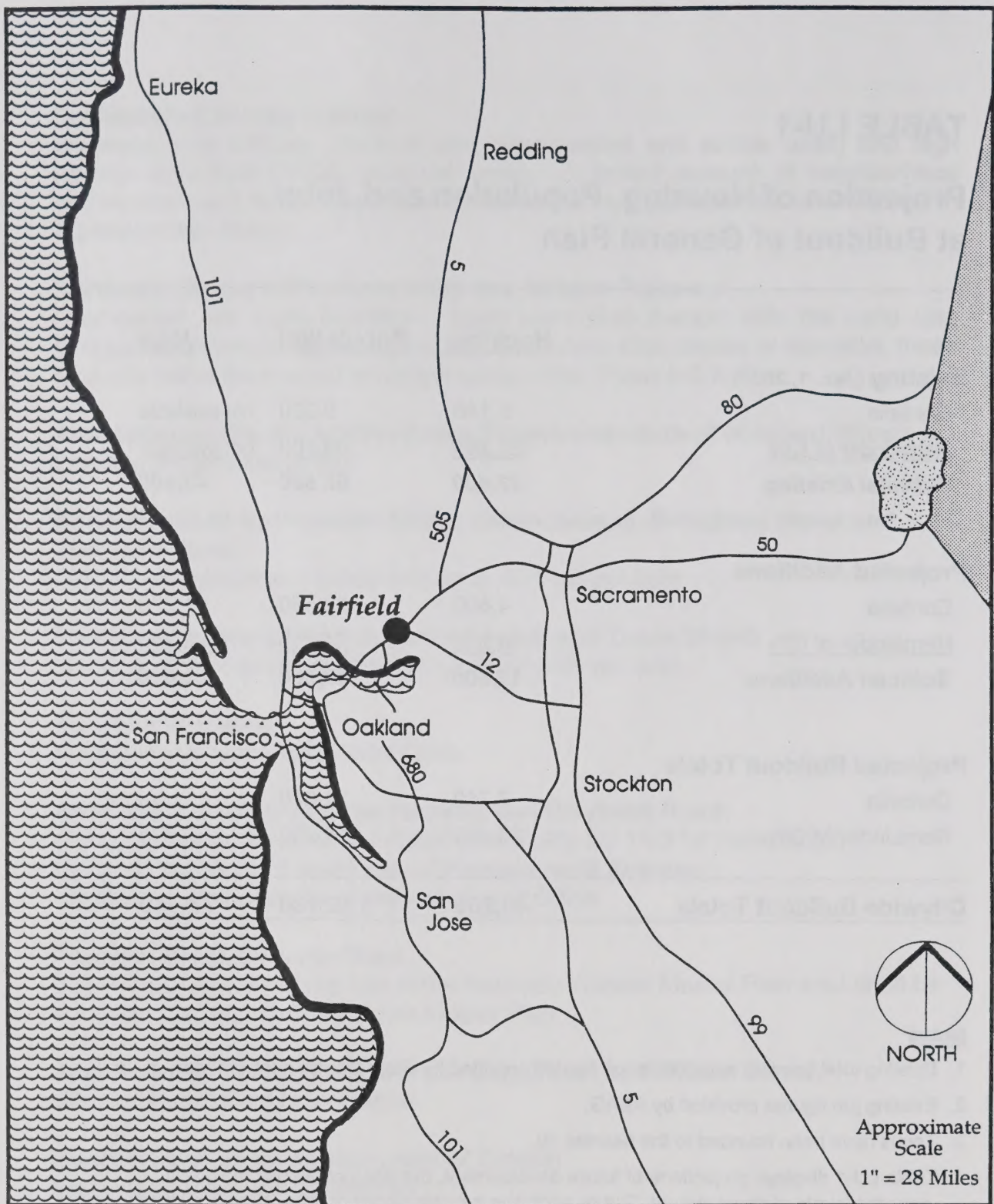


Exhibit LU - 1

Regional Setting

City of Fairfield General Plan

Health and Safety Element

Introduction

This Element addresses a wide range of issues related to human health and safety. The topics addressed here relate to the physical setting of the city, various human activities taking place in the area, and the appropriate response to a variety of potential situations that represent threats to people. The overall intent of this Element is to protect persons and their property by identifying potential hazards within the community, minimizing these potential risks whenever possible, and providing for appropriate and timely response in cases of catastrophic events. Potential risks are discussed under the following topic sections within this Element:

- Seismic and Geologic Hazards
- Flooding Hazards
- Fire Hazard
- Aircraft Related Hazards
- Hazardous Wastes and Materials
- Emergency Preparedness
- Noise

The Health and Safety Element is closely related to the Land Use Element, the Public Facilities and Services Element, and the Open Space, Conservation and Recreation Element. The hazards addressed in this Element provide constraints on development and create an additional need for public facilities and services.

Goal

The goal of the Health and Safety Element is:

Minimize the public's exposure to harmful impacts caused by hazards and noise.

Objectives, Policies and Programs

Geologic and Seismic Hazards

Objective HS 1

Minimize exposure of the community to hazards associated with seismic activity.

Policy HS 1.1

Existing buildings, structures, and walls within the City shall meet minimum seismic safety standards.

Policy HS 1.2

All new buildings, structures, and walls shall conform to the latest seismic and geologic safety structural standards of the California Building Code as a minimum standard.

Policy HS 1.3

Comply with the requirements of State law and the recommendations of a certified geotechnical consultant when determining setbacks from an active fault trace for new development.

Policy HS 1.4

Require detailed geologic studies by a Registered Geologist (RG), Certified Engineering Geologist (CEG), and/or Geotechnical Engineer for projects within areas of potential seismic activity. All studies prepared shall identify the location of all surface fault traces within 100 feet of any proposed structure and determine their relative activity. Adequate provisions for mitigation of potential hazards to human life or property shall also be included.

Policy HS 1.5

The City shall restrict the crossing of Alquist-Priolo Act Special Studies zones by new public and private transmission facilities, including power, water, sewer, gas, and oil lines. Owners of all existing transmission facilities which cross active faults shall be required to file an operations plan with the City describing the probable effects of transmission line failure at the fault and various

emergency facilities and procedures which exist to assure that failure does not threaten public safety.

Policy HS 1.6

In the event that a transmission facility crosses an Alquist-Priolo Act Special Study Zone, facility design shall include sufficient provisions for valves, switches and other appropriate equipment for minimizing adverse impacts to nearby development from fire, disruption of service, spillage, etc. as a result of fault displacement.

Policy HS 1.7

Any existing natural gas well which feeds pipelines crossing an Alquist-Priolo Act Special Study Zone shall be equipped with adequate emergency devices to shut off gas flows in the event of pipeline rupture due to fault displacement.

Policy HS 1.8

Any existing facility which is located within the boundary of a Special Study Zone and attracts large number of people, is open to the public, or provides essential community services, shall be investigated by a structural engineer for potential hazards to life and property due to fault displacement. Cost of such services shall be borne by the building owner. If hazards are identified, appropriate hazard mitigation actions, subject to City approval, shall be implemented.

Policy HS 1.9

The City should retain a Registered Geologist, Certified Engineering Geologist and/or Geotechnical Engineer to evaluate geologic reports required where seismic conditions warrant special attention. The cost of such services shall be borne by the applicant.

Policy HS 1.10

Geologists who conduct studies along the upper Cordelia Fault shall contact the California Division of Mines and Geology for early input prior to finalizing the status of this portion of the fault relative to the Alquist-Priolo Special Study Zone.

Objective HS 2

Minimize exposure of the community to geologic hazards associated with landslides and ground failure.

Policy HS 2.1

No critical structures such as utilities, communications facilities, hospitals, emergency relief facilities, high occupancy structures, and fire and police stations shall be located in areas of high ground failure potential.

Policy HS 2.2

Require soils and geologic studies by qualified professionals for development within Slope Stability Zone 2 identified on Exhibit HS-1.

Policy HS 2.3

Require detailed geologic studies and detailed mitigation measures for development projects located within Zone 3 and Zone 4 of Exhibit HS-1. Property insurance for development in Zone 3 and Zone 4 should be considered as a potential risk mitigation measure.

Policy HS 2.4

Development is discouraged on slopes in excess of twenty (20) percent and/or unstable soils.

Program HS 2.4 A

Require compliance with development standards in the Hillside Grading Ordinance. (See Program OS 6.4 B)

Policy HS 2.5

Require strict engineering standards for construction on soils subject to significant shrink/swell and areas of high ground failure potential.

Policy HS 2.6

Require strict engineering standards for development projects located in identified landslide prone areas.

Policy HS 2.7

Require a detailed geotechnical report, including borings, for projects involving construction on soils and substrate subject to potential liquefaction, and implement the recommendations of the report by making them condition of project approval.

Policy HS 2.8

Require an erosion control and rehabilitation plan to be prepared for projects requiring substantial groundbreaking activities to control short-term and long-term erosion and sedimentation in nearby streams and rivers.

Flooding Hazards**Objective HS 3**

Minimize exposure of the community to flooding hazards by developing new flood control facilities as well as maintaining current facilities. (See Objective PF 8)

Policy HS 3.1

Work with other jurisdictions to ensure stability of dams at Madigan, Frey, and Curry Lakes where dam failure could result in property damage or personal risk. (See Policy PF 8.4)

Program HS 3.1 A

Uphold minimum Federal Emergency Management Administration (FEMA) standards for flood control facilities.

Policy HS 3.2

Require development within flood plain areas to comply with FEMA regulations by providing adequate flood mitigation and financial protection in the event of flooding. (See Policy PF 8.1)

Policy HS 3.3

Investigate potential for earthquake induced liquefaction of Putah South Canal. Areas of special concern include where Putah South Canal crosses Ledge Creek on Suisun Valley Road in Solano County, where it crosses Laurel Creek in north Fairfield, and those portions of the canal constructed on landfill along the base of Cement Hill.

Program HS 3.3 A

A report prepared by a state-registered civil engineer detailing the results of an inspection of the applicable portions of the Putah South Canal shall accompany all projects involving human occupancy which fall within potential inundation proximity of the Putah South Canal. The reports shall include discussion of the reliability of the facility during a 100-year flood event, potential for landsliding, slumping and liquefaction, likely inundation area and any improvements necessary to mitigate identified hazards or risk.

Policy HS 3.4

Continue to update FEMA flood control studies based upon development and ongoing improvements. (See Program PF 9.4 A)

Policy HS 3.5

Development that interferes with channel capacity or causes erosion and siltation shall not be allowed.

Policy HS 3.6

The City should consider adopting road construction standards for areas designated as flood prone which allow for the passage of flood water under the road surface unless a diking effect is desired.

Fire Hazards

Objective HS 4

Protect people and property by minimizing levels of fire danger. (See Objective PF 15)

Policy HS 4.1

Prohibit residential development in areas of Extreme Wildfire Risk (represented on Exhibit HS-2).

Policy HS 4.2

Development projects in areas of High Wildfire Risk (see Exhibit HS-2) shall be reviewed by the Fire Chief to ensure that fire protection will not be excessively difficult or dangerous and that mitigation measures are included to minimize risk to acceptable levels.

Policy HS 4.3

Require landowners to maintain fire breaks around existing residences. Require greater buffer widths in areas of High and Extreme Wildfire Risk. Maintain buffer areas along all major roadways and around structures in areas of High Grassfire Risk identified on the Fire Hazards Map, Exhibit HS-3. (See Policy PF 15.2)

Policy HS 4.4

Maximum residential density for High Grassfire and High Wildfire Risk Areas shall be one dwelling unit per five acres unless appropriate mitigation measures are included to minimize risk to acceptable levels.

Policy HS 4.5

Ensure the ability to provide fire protection within areas of new development. (See Objective PF 15)

Program HS 4.5 A

Maintain the City water system at a pressure of 45-55 psi, with a goal of maintaining pressure at not less than 20 psi during fire fighting operations. (See Policy PF 5.6)

Program HS 4.5 B

Maintain adequate capacity within the City water system to support 1,000 gallons per minute usage from numerous fire hydrants in addition to normal domestic water service.

Policy HS 4.6

Require remote hillside developments to maintain sufficient water supplies on-site in the form of pools, ponds, or storage tanks for wildfire protection.

Policy HS 4.7

Avoid siting structures on hilltops and upper slopes in areas of high fire potential due to danger and difficulty of providing adequate fire protection.

Policy HS 4.8

Require mitigation for development in high fire potential areas, including site planning to reduce dangers, fire-resistant building materials and plantings adjacent to structures, and insurance requirements in the event of property damage.

Policy HS 4.9

Hillside development shall take into consideration the recommendations developed by the California Department of Forestry and Fire Protection in order to minimize the risk of loss due to wildfires.

Aircraft Related Hazards**Objective HS 5**

Protect the safety of persons on the ground from aircraft crash hazard potential. (See Policy LU 13.3)

Policy HS 5.1

New development within a designated safety zone (CZ, APZ I, and APZ II) should comply with the Land Use Compatibility Guidelines shown in Table I of the Airport Land Use Plan (ALUP) for Travis AFB, except as otherwise specified by the City. New development within Compatibility Zones should comply with the Primary Compatibility Criteria shown in Table 2A of the Land Use Compatibility Plan for the Travis Aero Club.

Policy HS 5.2

The following projects within the ALUP Referral Area as shown on Exhibit HS-3 shall be referred to the Solano County Airport Land Use Commission (ALUC).

- General Plan or Specific Plan Amendments.
- Adoption or approval of a Zoning Ordinance.
- Adoption or approval of a building regulation which affects land use within the Referral Area.
- Any other proposed land use action involving a question of compatibility with the Air Base activities as determined by the City Council.
- A proposal for a new airport or any modification to an existing airport which would affect the location or magnitude of noise, safety, or obstruction clearance relating to Travis Air Force Base.

The following projects within the Travis Aero Club Compatibility Zones shall be referred to the Solano County ALUC.

- Any proposed general plan amendment.
- Any proposed zoning change involving a parcel larger than 1.0 acre.
- Any proposed residential subdivision or planned unit development consisting of 5 or more dwelling units within Compatibility Zones A, B, and C.
- Any proposed policy plan or other such plan for a nonresidential development or for a substantial modification to such a plan which has previously been approved.
- As determined by the City of Fairfield Director of Planning and Development, any other proposed land use action (e.g. a proposed school site) involving a question of compatibility with airport activities.
- Any proposal requiring notification to the FAA under Federal Aviation Regulations Part 77, Subpart B.
- Any proposed school within 10,000 feet of any point on the airport runway.

Policy HS 5.3

If it is the determination of the ALUC that any of the projects referred to the ALUC are inconsistent with the ALUP for Travis AFB or the Land Use Compatibility Plan for Travis Aero Club, the City Council may hold a hearing to consider the project. The City Council may overrule the ALUC after the hearing by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of Airport Land Use Commission Law as contained in Article 3.5 of the Public Utilities Code.

Policy HS 5.4

The city should adopt an open land plan for the entire area within Compatibility Zones A and B north of Air Base Parkway, as defined in the Land Use Compatibility Plan for Travis Aero Club. Individual lots located within Compatibility Zone B south of Air Base Parkway shall include a minimum of 50 percent open land, as defined in the Land Use Compatibility Plan for Travis Aero Club.

Policy 5.5

The city will require homebuyer notification of the proximity of Travis Aero Club and the characteristics of the airport's activity for all new residential development located within Compatibility Zone D of the Land Use Compatibility Plan for Travis Aero Club.

Policy 5.6

Nonconforming development within Aero Club Zone B that is partially or fully destroyed shall comply with the City's replacement requirements for nonconforming structures and uses as contained in the City's Zoning Ordinance.

Objective HS 6

Protect the safety of aircraft in flight.

Policy HS 6.1

Objects and structures within the CZ, APZ I, APZ II, A, and B Compatibility Zones for Travis AFB as shown in Exhibit HS-3 and objects and structures within the Compatibility Zones A, B, and C for the Travis Aero Club as shown in the Land Use Compatibility Plan for Travis Aero Club shall conform to FAR Part 77 height limits.

Hazardous Wastes and Materials

Objective HS 7

Minimize the risks associated with hazardous waste treatment, storage, disposal and transport to ensure that the residents of Fairfield and the surrounding environment are adequately protected. (See Objective PF 14)

Policy HS 7.1

Support the Solano County Hazardous Waste Management Plan (CHWMP) and the policies, objectives and programs contained therein to the extent that they are applicable to the City of Fairfield.

Program HS 7.1 A

Continue to implement the Household Hazardous Waste Disposal program, which allows City residents to properly dispose of household hazardous waste. (See Policy PF 14.1 and Program PF 14.1 A)

Policy HS 7.2

Annually review the Multi-Hazard Disaster Plan to ensure that the sections of the plan which address emergencies associated with the storage and transport of hazardous materials reflect current inter-agency response agreements and procedures.

Policy HS 7.3

Establish zoning standards for all industrial zoned areas, where hazardous waste treatment, transfer, storage and disposal facilities could be located, which are consistent with the adopted Siting Criteria outlined in the Solano CHWMP. (See Policy LU 13.2)

Policy HS 7.4

Involve the Fire Department and Solano County Department of Environmental Health in the review process for all projects located on commercial and industrial designated properties where potential for hazardous materials use has been identified so procedures for hazardous waste handling, treatment, storage or disposal can be implemented. (See Policy LU 13.2)

Policy HS 7.5

Continue to address potential concerns associated with the transport, storage, use and disposal of hazardous materials and waste through the environmental review process and minimize risk through the use of proper mitigation measures.

Policy HS 7.6

Through the project review process, require risk assessments for all commercial and industrial uses that store, use and produce hazardous materials and are adjacent to residential areas and immobile populations such as schools, hospitals, convalescent homes, prisons etc. Determine an adequate buffer between these uses. (See Policy LU 13.2)

Policy HS 7.7

During environmental document preparation for and before approval of any project within 0.5 mile of the boundaries of Travis Air Force Base, the City shall consult with the Travis AFB Environmental Cleanup Program, EPA, California Department of Toxic Substances Control, and the San Francisco Bay Regional Water Quality Control Board regarding continuing base contamination and remediation efforts. No projects shall be approved where there is substantial evidence of existing contamination that would pose an unacceptable risk to the health of future occupants of the project.

Emergency Preparedness**Objective HS 8**

Provide for organized and timely relief efforts in the event of a major disaster and all other emergency situations within the Fairfield Planning Area. (See Objectives PF 15 and PF 16)

Policy HS 8.1

Provide secure shelter facilities with adequate supplies for displaced individuals.

Policy HS 8.2

Identify critical emergency facilities, including communication, medical, shelter, and transportation facilities, and human resources, and ensure their operation in the event of disaster.

Policy HS 8.3

Promote programs within the community that will improve emergency preparedness and public education, and prepare residents to respond to disaster situations.

Policy HS 8.4

Ensure that critical services will remain operable in the event of disaster. These services include water, communications, and utilities.

Policy HS 8.5

Annually review the Multi-hazard Disaster Plan to ensure that the plan provides the City with a comprehensive response plan for all disaster or emergency situations.

Noise

Objective HS 9

Protect the citizens of Fairfield from the harmful and annoying effects of excessive noise and protect the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Policy HS 9.1

Ground transportation noise: The compatibility of proposed projects with existing and future noise levels due to ground transportation noise sources shall be evaluated by comparison to Table HS-1 where the existing or future noise level from ground transportation noise sources is determined to exceed the standards of Table HS-1. Noise levels in outdoor activity areas and interior spaces shall be mitigated to the levels shown in Table HS-1.

Policy HS 9.2

Aircraft noise: All new land use proposals shall comply with the land use policies of the Comprehensive Airport Land Use Plan for Travis Air Force Base (ALUP) and the Land Use Compatibility Plan for Travis Aero Club for aircraft-generated community noise. (See Policy LU 13.3)

Program HS 9.2 A

New residential zoning will not be applied on land where outdoor noise levels are greater than 60 dB CNEL maximum mission contour as indicated in the 1995 AICUZ for Travis AFB.

Program HS 9.2 B

New schools shall not be located where aircraft noise levels are greater than 65 dB CNEL.

Program HS 9.2 C

Office uses located within Aero Club Zone B shall include a minimum interior Noise Level Reduction of 25 dBA.

Program HS 9.2 D

Residential uses located within Aero Club Zone C shall include a minimum interior Noise Level Reduction of 20 dBA.

Policy HS 9.3

Non-transportation noise: Noise created by new non-transportation noise sources shall be mitigated so as not to exceed the interior and exterior noise level standards of Table HS-2. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the performance standards of Table HS-2, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy HS 9.4

Non-transportation noise: New development of noise sensitive land uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the standards of Table HS-2. Where noise sensitive land uses are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the performance standards of Table HS-2, an acoustical analysis shall be required so that noise mitigation may be included in the project design.

Policy HS 9.5

All acoustical analyses required by the Noise Component of the Health and Safety Element shall:

- Be the responsibility of the applicant.
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Estimate existing and projected (20 years) noise levels in terms of L_{dn} and/or the standards of Table HS-2, and compare those levels to the policies of this Element.
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

Policy HS 9.6

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

Policy HS 9.7

The City shall require monitoring of compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.

Policy HS 9.8

The Police Department shall actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

Policy HS 9.9

The City shall purchase only newly acquired equipment and vehicles which comply with noise level performance standards based upon the best available noise reduction technology.

Policy HS 9.10

The City shall periodically review and update the Noise component of the Health and Safety Element to ensure that noise exposure information and policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of the Element.

Policy HS 9.11

The City shall require all development projects to mitigate noise impacts associated with construction activities.

Policy HS 9.12

The City shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

TABLE HS-1
MAXIMUM ALLOWABLE NOISE EXPOSURE TO GROUND
TRANSPORTATION NOISE SOURCES

Land Use	Outdoor Activity Areas ^a	Interior Spaces	
	L _{dnr} /CNEL, dB	L _{dnr} /CNEL, dB	L _{eq} , dB ^b
Residential	60 ^c	45	--
Transient lodging	60 ^c	45	--
Hospitals, nursing homes	60 ^c	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60 ^c	--	40
Office buildings	--	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

Note: -- = not applicable.

^a Where the location of outdoor activity areas is unknown, the exterior noise-level standard shall be applied to the property line of the receiving land use.

^b As determined for a typical worst-case hour during periods of use.

^c Where it is not possible to reduce noise in outdoor activity areas to 60 db L_{dnr}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dnr}/CNEL may be allowed provided that available exterior noise-level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: Brown-Buntin Associates 1991.

TABLE HS-2
NOISE-LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY
OR INCLUDING NONTRANSPORTATION SOURCES

Land Use	Noise-Level Descriptor	Exterior Noise-Level Standard (Applicable at Property Line)		Interior Noise-Level Standard	
		Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Residential	L _{eq}	50	45	40	35
	L _{max}	70	65	60	55
Transient lodging, hospitals, nursing homes	L _{eq}	--	--	40	35
	L _{max}	--	--	60	55
Theaters, auditoriums, music halls	L _{eq}	--	--	35	35
Churches, meeting halls	L _{eq}	--	--	40	40
Office buildings	L _{eq}	--	--	45	--
Schools, libraries, museums	L _{eq}	--	--	45	--
Playgrounds, parks	L _{eq}	65	--	--	--

Notes: Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or recurring impulsive noises. These noise-level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwelling)

Supporting Text

In many cases there are existing documents in addition to the General Plan that will guide the community's response to hazardous conditions. In such cases this Element seeks to support these programs and assist in their implementation. Major additional policy documents concerning health and safety issues are identified below:

- **Alquist-Priolo Act:** This act sets guidelines for development in areas adjacent to faults known to be active. The Alquist-Priolo Act of 1971 defines "active" faults as well-defined features that show geologic or historic evidence of activity in the past 11,000 years. In general, no habitable structures are allowed within 50 feet of an active fault. Prior to developing land in a Special Study Zone, detailed geologic studies are required to locate and assess any active fault tracers.
- **Solano County Comprehensive Airport Land Use Plan (ALUP):** Developed by Solano County, this report seeks to minimize conflicts between urban land uses and air base operations.
- **Solano County Hazardous Waste Management Plan (CHWMP):** Developed under state mandated guidelines, the Solano CHWMP will address hazardous waste management issues through the year 2000.
- **Multi-Hazards Disaster Plan:** This plan, developed by the City of Fairfield, addresses responses to events ranging from earthquakes and flooding relief to nuclear catastrophe.

Seismic and Geologic Hazards

The City of Fairfield is located along the eastern edge of the seismically active Coast Ranges of California. The Bay Area contains numerous near-parallel active faults. Active faults within the Bay Area include the Green Valley and Cordelia faults near Fairfield. (See Exhibit HS-1.)

Most large earthquakes in the Bay Area have occurred along the major faults, including the San Andreas, Hayward, and Calaveras faults, which are located 20 to 45 miles west and south of Fairfield. The largest recorded earthquake in the Fairfield area occurred on April 19, 1892 with a large aftershock on April 21, 1892 with an estimated magnitude range of 6.0 to 6.5.

Buildings most at risk from a medium to large earthquake are un-reinforced concrete and masonry buildings constructed before the 1940's. Older houses (pre-1940) are sometimes not bolted down to their foundations and may slide off their foundations, causing significant damage. Buried pipelines may be damaged

during ground shaking, especially pipelines in soft ground and pipelines which make a sudden transition between very firm and relatively soft ground.

Soil/Slope Stability Hazards

Expansive soils are a common source of moderate damage to houses and light structures in the Bay Area. Clay-rich topsoil with a high shrink-swell potential is common on the hillsides and valleys of the Fairfield Planning Area. Damage to structures, such as cracking of foundations, may result from repetition of the shrink-swell cycle.

Landsliding and debris-flow hazards exist to various degrees in all of the hillside areas around Fairfield. The immediate cause of a landslide is usually excess water due to heavy rainfall or channelized water flows. In the more unstable hillside areas very large, probably ancient, landslides are common. Old landslides may be reactivated or new landslides may be caused by poorly designed grading or by concentrated runoff from new development in or near ancient landslide deposits.

A common cause of damaging landslides in the Bay Area is improper grading within hillside developments. These landslides are often expensive to repair due to their proximity to buildings and developed areas. Future development pressures may lead to increased hillside development, and additional landslide damage of this nature can be expected.

Landslide Susceptibility

The hill and valley regions of the planning area have been divided into four general slope stability zones, which are identified on the Geological Hazards Map (Exhibit HS-1). A brief description of the four zones follows:

- Zone 1** Areas of 0 to 5 percent slope, which are not underlain by known landslides. This zone is generally limited to the near level alluvial valleys. For the most part, soil stability is not a limiting factor in Zone 1.
- Zone 2** Slopes of 5 percent or greater which generally contain few, usually small landslides. The landslides are often concentrated in relatively small areas. This zone is mapped in the generally resistant rocks of the Sonoma Volcanics. Soil stability must be considered in Zone 2, although it is not generally a major concern and engineering solutions will solve most problems.
- Zone 3** Slopes of 5 percent or steeper which contain occasional to moderate numbers of landslides. The landslides are often concentrated in relatively small areas. Slope stability can be a major concern in parts

of Zone 3. Site design and engineering will be strongly influenced by site conditions in Zone 3.

Zone 4 Slopes of 5 percent or greater, which contain many to very many landslides. This Zone is mapped in the gentle, rolling hills west of Interstate 680 which are generally composed of Markley Sandstone. Slope stability is the major concern in Zone 4 and severely limits all developments. Any development in Zone 4 will require very careful design considerations. Large-scale developments should be strongly discouraged in Zone 4.

Flooding Hazards

The potential for flood damage in the Fairfield area has increased with urbanization over recent years. Five streams which periodically overflow in the Fairfield area are Ledge wood, Pennsylvania Avenue, Union Avenue, Laurel, and McCoy creeks. In the lower reaches of this creek system, flood hazards are intensified by high tides that result in restricted drainage.

The Federal Emergency Management Association (FEMA) prepares and updates 100-year flood maps. The flood map is intended to identify areas with a 1% chance of flooding in any given year. Sites within the flood areas should be considered to be at higher risk than sites outside of the areas, although all sites within the 100-year flood zone should not experience flooding at the same time. Existing and future drainage improvements should reduce the risk of flooding. It is also possible for flooding to occur outside of the designated flood areas.

The majority of flood-prone lands in the Fairfield Planning Area are downstream lands which are subject to inundation during heavy rainfall along Suisun Valley, Dan Wilson, and Green Valley Creeks. The major cause of flooding in southern Fairfield and in the Cordelia area is the low lying nature of the land and the associated effects of high tides.

Fairfield Vicinity Streams Project

The City of Fairfield, in conjunction with the U.S. Army Corps of Engineers, has completed the Fairfield Streams Flood Control Project. The project consists of modifications to Ledge wood, Laurel and McCoy Creeks and the diversion of three creeks - Pennsylvania Avenue Creek into Ledge wood Creek, Union Avenue Creek into Laurel Creek and Laurel Creek into McCoy Creek.

Dam Failure

The Office of Emergency Services has compiled a list of 19 dams existing in Solano County. Dams with the potential to cause property damage, injury, or loss

of human life in the Fairfield Planning Area are found at Lake Curry, Lake Frey, and Lake Madigan.

Canal Failure

Putah South Canal has the potential for earthquake-induced flooding due to slumping, landslides, and liquefaction. If a large landslide were to block or rupture the canal during a period of high flow, flooding would occur before repairs could be made. Canal crossings at Ledgewood Creek on Suisun Valley Road and at Laurel Creek north of Fairfield are specific areas where liquefaction could occur.

Fire Hazard

Rural/Hillside Areas Fire Potential

Significant portions of the foothill watershed areas surrounding Fairfield are threatened with wildfire risk, and these areas present a dangerous combination of factors. Hazards related to wildfire include risk of personal injury and property damage as well as the danger fire fighters must face to combat fires. For these reasons, development in areas subject to wildfire is strongly discouraged.

Factors contributing to risk of fire include dense and fire-prone vegetation, wind funneling effects of steep topography, poor access for fire-fighting equipment, lack of adequate water pressure and service at fire-prone elevations, and seasonal atmospheric conditions (warm, dry seasons and strong afternoon winds). Three fire potential zones are identified on the Fire Hazards Map (Exhibit HS-2). Brief descriptions of these zones follow.

Extreme Wildfire Risk Areas are those lands where severe burning conditions prevails (chaparral and heavy woodland, steep slopes, poor access, winds). This includes hilly areas to the west and northwest of Fairfield, the Cement Hill area, the hills above Green Valley and the hills above Interstate 80 and 680 just south of Cordelia.

High Wildfire Risk Areas are those lands where high potential for burning prevails due to mixed woodland-grassland, grassland, steep slopes, poor access, and winds. Areas of high fire risk are intermixed within areas of extreme fire risk.

High Grassfire Risk Areas are areas which have a high ignition potential in combination with periodic high winds. Fire risk is significant here, although not as severe as the mountainous wildfire risk areas.

The risk of fire danger must be carefully considered when reviewing plans for residential development in the rural hillsides surrounding Fairfield.

Urban Fire Potential

Urban fires represent a greater threat of property damage and personal injury than rural fires for several reasons. The urban fire most commonly involves structures, and therefore has greater damage potential than rural fires. There is also a greater risk of vehicle fires in the urban setting due to the greater number of vehicles present. Within the urban setting, there is also a greater risk of conflagration, an uncontrollable fire, involving structures. Such a fire could destroy whole areas of the City, leading to greater loss of life and property.

Urban fire also present a greater risk of releasing toxic fumes due to materials used for industrial processes and manufacturing, as well as potentially toxic products being stored for future retail sales. The industrial and manufacturing processes themselves can be the cause of fire due to the volatile chemicals used or the nature of the manufacturing process. For these reasons, such industrial land uses are incompatible with residential land uses and shall require adequate buffer areas to avoid land use conflicts.

In order to respond to an emergency situation, high density portions of development projects should be located away from the center of the development and adjacent to a major arterial roadway. In addition, no development project should rely on a single entry/exit road. Rather, multiple entrance and exit roads should be provided to ensure emergency vehicle access.

Among the greatest risk situations existing within the City of Fairfield are the shingle roofs common among older homes. The City requires roofs on new homes and any replacement roofs to be of fire resistant materials, but until all older roofs are replaced they will present an added fire hazard.

Please refer to the Public Facilities Element for additional discussion of fire protection facilities and services.

Aircraft Related Hazards

Travis Air Force Base (AFB) is the only airport facility in Fairfield and is the largest airport facility in Solano County. It has been used by the Department of Defense for military operations since the early 1940's and is home of the world's largest military airlift unit. The thirty-three C-5 Galaxy and thirty-four C-141 Starlifter cargo aircraft assigned to Travis perform approximately 370 daily operations.

The aircraft operations of Travis AFB pose potential crash hazards to persons and property in the vicinity of the facility. Conversely, the development and use of property in the vicinity of Travis AFB may create hazards for aircraft approaching or departing the facility.

To address these concerns, the Solano County Airport Land Use Commission (ALUC) adopted the Comprehensive Airport Land Use Plan (ALUP) for Travis AFB on January 11, 1990. The ALUP contains policies related to the compatibility of the Travis AFB facility and surrounding land uses.

Exhibit HS-3 shows the ALUP's Referral Area and six Compatibility Zones: CZ, APZ I, APZ II, A, B and C.

- The Clear Zone (CZ) is the most critical safety zone. CZ's are located at the ends of the runways immediately below the initial take-off and final approach flight paths and are exposed to the greatest potential for aircraft accidents.
- Accident Potential Zones I and II (APZ I and II) are also within the initial take-off and final approach flight paths but are less critical than the CZ. Significant danger due to the potential for aircraft accidents still exists.
- The A Zone encompasses the general area around TAFB. This area is affected by aircraft noise and overflights and must be kept clear of flight path obstacles.
- The B Zone encompasses most of central Fairfield and must be kept clear of flight path obstructions.
- The C Zone encompasses all of Cordelia and is affected by aircraft noise and overflight criteria.

Also contained in the ALUP are Land Use Compatibility Guidelines. These guidelines categorize specific land uses and their appropriateness in each of the Compatibility Zones above.

Travis Aero Club is located on the northwestern corner of Travis AFB. The facility consists of a 2,000-foot runway, parallel taxiway, aircraft apron for sixteen airplanes, and two buildings. Use of the Aero Club is limited; the airport is open only to Aero Club members, Travis AFB military and civilian personnel who have their own aircraft, and other users who obtain prior permission to land. On March 13, 1997, the Solano County ALUC adopted the Land Use Compatibility Plan for Travis Aero Club. The Land Use Compatibility Plan contains policies related to the compatibility of the Aero Club facility and surrounding land uses.

Hazardous Materials and Waste Management

State law has directed all counties to prepare a plan for the management of hazardous wastes. Solano County has prepared a Hazardous Waste Management Plan (CHWMP), which was adopted on August 31, 1989. The Solano CHWMP provides for environmentally sound management of all hazardous wastes projected to be generated in Solano County through the year 2000. The State Department of Health Services (DHS) is the agency responsible for

administering and overseeing the hazardous waste management process; it has approved the County's plan.

The Solano CHWMP was prepared for the purpose of complying with federal and state laws that mandate an improvement in the management of hazardous wastes; to assist in expediting the land-use permitting process for new treatment, storage and disposal facilities; and to assist in identifying California's hazardous waste management needs. Data from the Solano CHWMP will be incorporated into the state HWMP.

To comply with provisions of state hazardous waste management law, the City chose to adopt the applicable portions of the CHWMP. The siting criteria, policies, objectives and programs have been incorporated by reference into the General Plan. Those portions of the CHWMP that affect the City of Fairfield will be addressed, while those portions which are not relevant will not be incorporated.

Siting Criteria

Solano County adopted a modified version of the DHS siting criteria for locating hazardous waste treatment, storage and disposal facilities. DHS criteria are grouped into four categories: location, hazard potential, public safety and physical site limitations. The criteria are used to determine suitable locations for two general types of facilities, Transfer/Storage/Treatment Facilities and Residual Repositories (disposal sites). Where applicable, maps were prepared to assist in the determination.

Solano County modifications to DHS criteria relate to the distance from residences and immobile populations, the siting of facilities on prime agricultural lands and the definition of appropriate zoning. Of primary importance to the City is that the modified criteria require a minimum 2000-foot buffer area between disposal sites and residences and immobile populations, which include schools, hospitals, convalescent homes, prisons etc. In addition, a risk assessment must be prepared that considers the type of waste, the design features of the facility, and the adequacy of the 2000-foot buffer. The County's requirements are more stringent than those required by DHS.

Solano CHWMP Policies, Objectives and Programs

The Solano CHWMP identifies seventeen policy areas. The policies, objectives and programs contained within the Solano CHWMP direct the County to create certain conditions and/or undertake various hazardous waste management actions. Cities within the county are also identified as participants within several of the policies and programs.

The CHWMP policies are written both to function independently and in concert with each other. The first policy promotes source reduction and on-site waste

reduction as the preferred hazardous waste strategy. Other policies promote the establishment of a comprehensive education program to increase awareness of hazardous waste issues, provide an adequate and convenient means for disposal of hazardous wastes, encourage development of sufficient and necessary facility capacity for treatment transfer and disposal of hazardous wastes, encourage multi-county and regional efforts to plan for hazardous waste management through fair share agreements, promote programs that prevent emergency incidents and respond to accidental and illegal discharge of hazardous materials, and ensure that contaminated sites are identified and that aggressive and timely remedial action is taken.

Hazardous Materials Transport

Hazardous materials are transported through Fairfield on a regular basis along the major transportation corridors. Interstates 80 and 680 in Fairfield and 780 and 505 in Solano County are all part of the national network for STAA trucks (Surface Transportation Assistance Act, which regulates large trucks), which are used for the transportation of hazardous materials. In addition, the Southern Pacific Railroad (SPRR), a major rail line bisecting Fairfield, transports hazardous materials both to local industry and to other cities. The City's Multi-Hazards Disaster plan outlines the procedures and agencies involved in responding to hazardous materials spills on highways and railways. Planning concerns focus on setbacks for residential uses and immobile populations from major transportation corridors such as the interstates and rail lines. Risk associated with the transport of hazardous materials can be reduced by promoting industries which utilize source reduction and on-site reuse and waste disposal of hazardous materials.

Emergency Preparedness

In 1987 the City of Fairfield prepared and adopted the Multi-Hazard Disaster Plan to guide emergency relief efforts in the event of a disaster. The plan is required by the State for those communities wishing to be eligible for disaster funding. The plan includes provisions for all City services during anticipated disasters and outlines evacuation plans, emergency response guidelines, and other operating procedures. With acceptance of this plan by the State, the City's Department of Public Safety will be prepared to respond to anticipated disaster events.

The plan addresses the City of Fairfield's response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan describes the responsibilities of the emergency management organizations. Emphasis of the Plan is placed on emergency planning, coordination with Federal, State, and local agencies, training of emergency relief personnel (full-time, volunteer, and reserve), and public awareness and education. It also addresses mitigation measures to reduce losses from disasters, including land use, design, and construction regulations.

Noise

The purpose of the Noise Element is to provide information and mechanisms to mitigate existing noise conflicts and to minimize future noise conflicts.

State Policy and Authorization

The contents of a Noise Element are governed by Section 65302(f) of the California Government Code, and by the Noise Element Guidelines published in 1987 by the California Office of Planning and Research (OPR). The OPR Guidelines require the community to identify both major noise sources and areas sensitive to noise levels. These areas are to be mapped via generalized noise exposure contours for existing and projected conditions. Noise levels are to be described in terms of either Community Noise Equivalent Level (CNEL) or the Day-Night Average Sound Level (L_{dn}). Both measures are descriptors of total noise exposure at a given location for an annual average day.

The use of CNEL, which requires special consideration of evening hours, introduces additional complexities in calculations and uncertainty in data collection as compared to the Day-Night Level (L_{dn}), which typically is within 1 dB of the CNEL in a given situation. (The L_{dn} is employed in State regulations and Federal guidelines, and its use is recommended by the State Noise Element Guidelines.) Thus, the CNEL descriptor could be supplemented with the simpler L_{dn} descriptor with no significant adverse consequences.

Another common noise descriptor is the Equivalent Sound Level (L_{eq}). This is a measurement of the average sound level, typically over a one-hour period.

The noise exposure information developed for the Noise Element is to be incorporated into the General Plan to serve as a basis for achieving land use compatibility within the community. Further, the noise exposure information is to be used to provide baseline levels for use in the development and enforcement of a local noise control ordinance. The Noise Element does not apply to workplace noise exposures, which are regulated by Federal and State agencies.

Relationship to the General Plan

The Noise Element is related to the Land Use, Housing, Circulation and Open Space Elements of the General Plan. Recognition of the interrelationship of the Noise Element and these four mandated elements is necessary to prepare an integrated general plan. The relationship between these elements is briefly discussed below:

Land Use

An objective of the Noise Element is to provide noise exposure information for use in the Land Use Element. When integrated with the Noise Element, the Land Use Element will show acceptable land uses in relation to existing and projected noise levels.

Housing

The Housing Element considers the provision of adequate sites for new housing and standards for housing stock. Since residential land uses are noise-sensitive, the noise exposure information of the Noise Element must be considered when planning the locations of new housing. The State Noise Insulation Standards may influence the locations and construction costs of multi-family dwellings, which should be considered by the Housing Element.

Circulation

The circulation system, which is a major source of noise, must be correlated with the Land Use Element. Noise exposure will thus be a decisive factor in the location and design of new transportation facilities, and in the mitigation of noise produced by existing facilities upon existing and planned land uses.

Open Space

Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space, particularly in areas where quiet is a valued part of the recreational experience. Thus noise exposures should be considered in planning for this kind of open space use. Conversely, open space can be used to buffer noise-sensitive uses from noise sources by providing setbacks and screening.

Existing Noise Conditions in Fairfield

Exhibits HS-3 and HS-4 depict the existing noise environment in the planning area. This noise environment is defined primarily as vehicular traffic on highways and arterial roadways, operations on the Southern Pacific Railroad, and aircraft operations at Travis Air Force Base. Industrial noise sources also contribute to the noise environment, but to a lesser extent. These noise sources were quantified by a combination of noise measurements, review of existing noise literature, and application of accepted modeling techniques. A community noise survey was also performed to evaluate existing noise levels in residential sections of the planning area.

Sensitive Land Uses

Noise-sensitive land uses in the Fairfield planning area were considered to include residential areas, schools and parks. Hospitals, auditoriums, churches and meeting facilities are noise sensitive land uses for interior noise levels, but are generally not as sensitive to exterior noise as land uses without outdoor activity areas. In some cases, office uses may be considered noise sensitive land uses for interior noise levels. The community noise survey results indicate that typical noise levels in noise sensitive areas of the City of Fairfield range from 50 dB to 55 dB L_{dn} .

Travis Air Force Base Noise

The Travis Air Force Base (AFB) Air Installation Compatible Use Zone (AICUZ) study is an evaluation of the noise and accident potential environment in the air base vicinity, and is designed to be used in the planning process to ensure that the safety and operational capabilities of Travis AFB are preserved. A Comprehensive Airport Land Use Plan (ALUP) was prepared for the Solano County Airport Land Use Commission (ALUC) with comprehensive land use planning policies and guidelines intended to protect the safety and general welfare of people in the vicinity of the Air Base and assure the safety of air navigation. The noise contours for the ALUP were prepared in terms of CNEL and are included in Exhibit HS-3.

Travis Aero Club Noise

The Land Use Compatibility Plan for the Travis Aero Club was prepared for the ALUC to assure that future development of adjacent property remains compatible with Aero Club aircraft activity. The Compatibility Zones included in the Compatibility Plan incorporate noise impacts for the Aero Club.

Railroad Noise

Railroad activity in Fairfield consists of Amtrak and freight activity on the east/west Southern Pacific Railroad trackage. Based upon the measured single event noise levels and the operational information provided by the railroad company, the L_{dn} due to railroad operations was calculated to be 76 dB at a reference distance of 100 feet from the railroad centerline.

Vehicular Traffic Noise

Interstate 80, State Route 12 and the major arterial roadways are major contributors to the existing noise environment in the Plan Area. The distance to the existing 65 dB L_{dn} noise contours for I-80 and SR-12 were computed to be about 800 feet and 270 feet respectively.

Industrial and Other Noise Sources

Noise is inherent in many industrial processes, even when the best available noise control technology is applied. Noise production within an industrial facility is controlled by Federal and State employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise emissions from industrial operations have the potential to exceed locally acceptable standards for noise sensitive land uses.

From a land use planning perspective, industrial noise control issues focus upon two objectives. The first is to prevent the introduction of new noise-producing uses in a noise sensitive area. The second is to prevent encroachment of noise sensitive uses upon existing industrial facilities. The first objective can be achieved by applying noise performance standards to proposed new industrial uses. The second objective can be met by requiring that new noise sensitive uses in proximity to existing industrial facilities include mitigation measures to ensure compliance with noise performance standards.

The Journal is published weekly, except during the Christmas and Summer vacations. It is published by the American Medical Association, 535 North Dearborn Street, Chicago, Ill. 60610. The Journal is published for the American Medical Association by the American Medical Association, 535 North Dearborn Street, Chicago, Ill. 60610.

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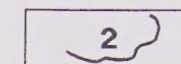
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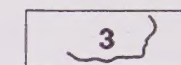
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Geologic Hazards

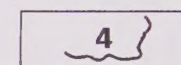
Slope Stability Zones



Slopes of 5% or greater which generally contain few, usually small landslides. This zone is mapped in the generally resistant rocks of the Sonoma Volcanics.

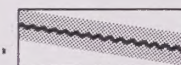


Slopes of 5% or steeper which contain occasional to moderate numbers of landslides. The landslides are often concentrated in relatively small areas. This zone is generally mapped in the well-bedded Great Valley sedimentary rocks.

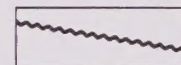


Slopes of 5% or greater, which contain many to very many landslides. This zone is mapped in the gentle, rolling hills west of I-680 which are generally composed of the Markley Sandstone.

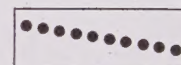
Faults



Known active faults, showing Alquist-Priolo Special Study Zones



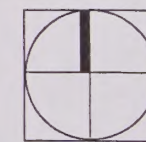
Faults not known to be active



Fault under consideration for inclusion in Alquist-Priolo Special Study Zone

City of Fairfield General Plan

0 1 2 3 Miles



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Fire Hazards



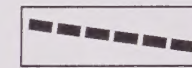
Extreme wildfire risk areas:

chaparral, dense woodland, steep slopes, poor access, winds



High wildfire risk areas:

woodland-grassland, grassland, steep slopes, poor access, winds



High grassfire risk areas:

grassland, grazing, hilly, winds

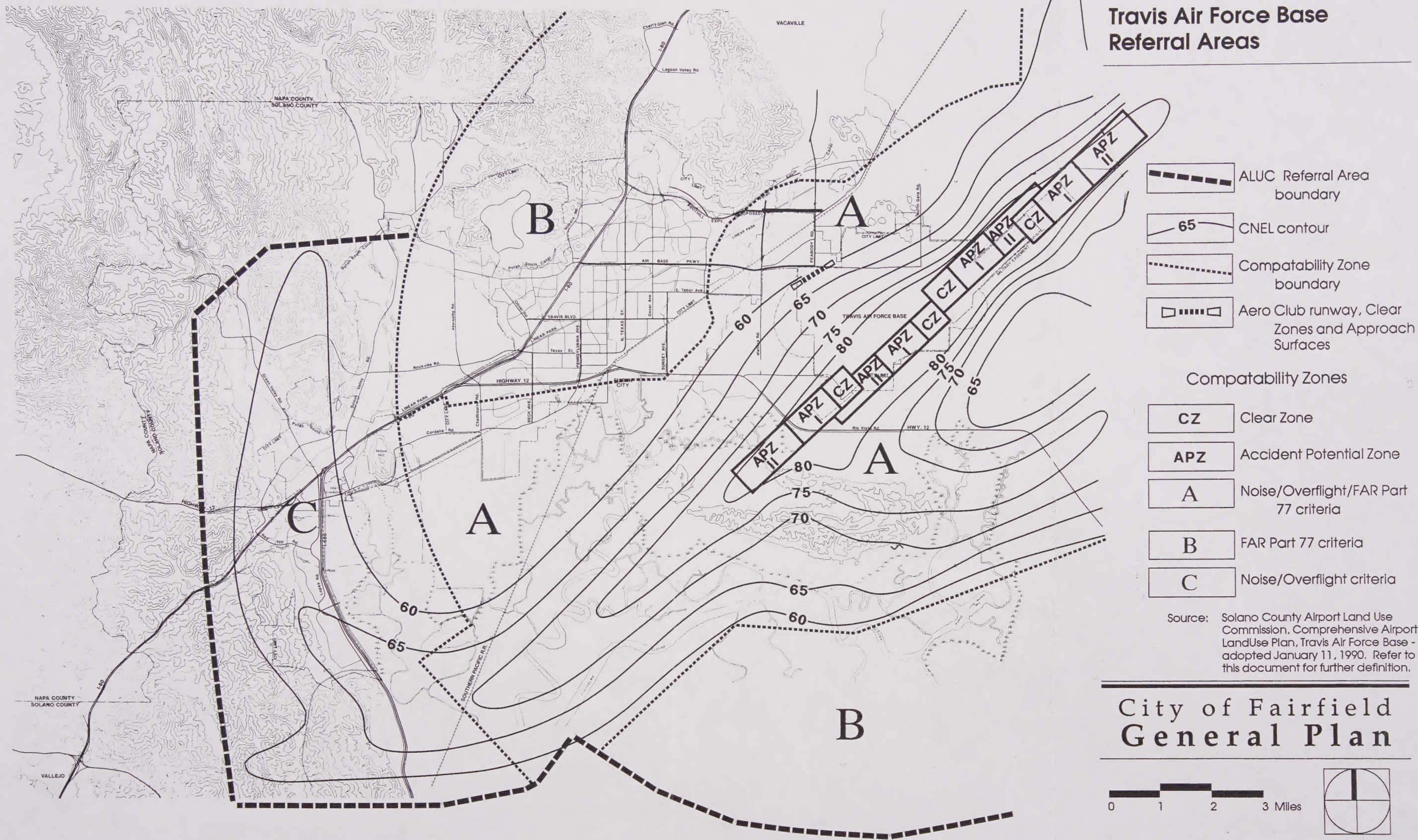
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0 1 2 3 Miles



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Travis Air Force Base Referral Areas



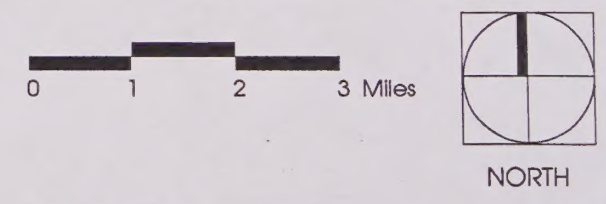
- ALUC Referral Area boundary
- CNEL contour
- Compatibility Zone boundary
- Aero Club runway, Clear Zones and Approach Surfaces

Compatibility Zones

- CZ Clear Zone
- APZ Accident Potential Zone
- A Noise/Overflight/FAR Part 77 criteria
- B FAR Part 77 criteria
- C Noise/Overflight criteria

Source: Solano County Airport Land Use Commission, Comprehensive Airport Land Use Plan, Travis Air Force Base - adopted January 11, 1990. Refer to this document for further definition.

City of Fairfield General Plan

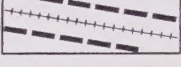


Noise Environments

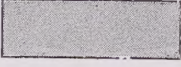


 Community noise measurement site

 60 dB Ldn traffic noise contours (1988)

 60 dB Ldn railroad noise contours (existing & future)

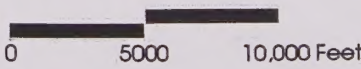
 Fixed noise source locations

 Fixed source noise contours

Note: These contours do not reflect noise mitigations such as sound walls or shielding caused by buildings or topography.

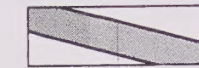
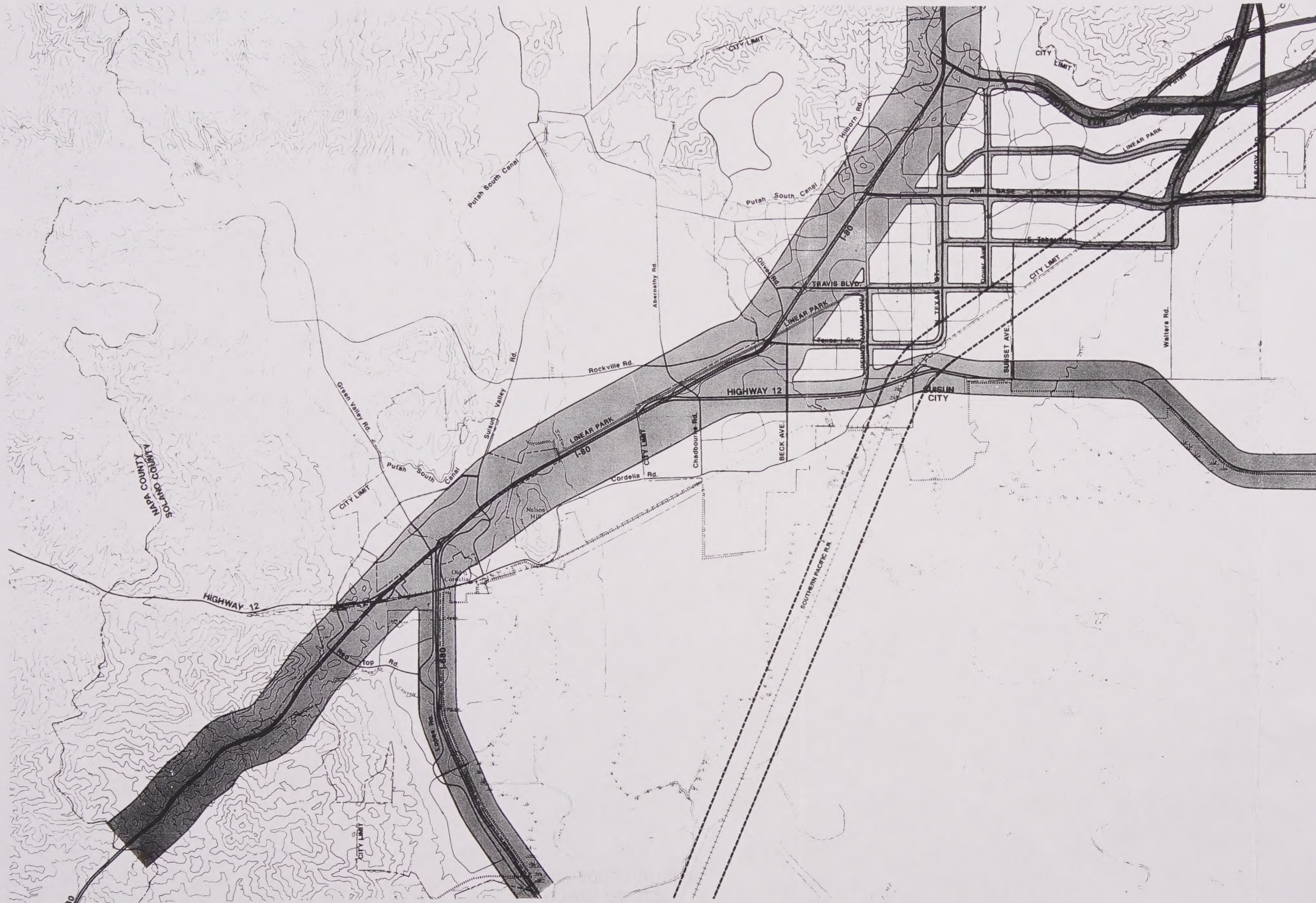
City of Fairfield
General Plan

The Planning Center

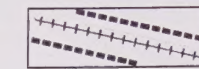


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Future Roadway and Railroad Noise



60 dB L_{dn} traffic noise contours



60 dB L_{dn} railroad noise contours

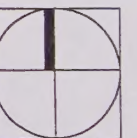
Note: These contours do not reflect noise mitigations such as sound walls or shielding caused by buildings or topography.

The final alignment of the Walters Rd. extension will occur within the Study Area Corridor. The Noise Contours shown for the Walters Rd. extension will follow the final Walters Rd. alignment.

City of Fairfield General Plan

Brown-Buntin Associates

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